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# RAND MCNALLY & CO. HANDY GUIDE TO THE NEW ENGLAND STATES



RAND MCNALLY & CO.  
PUBLISHERS  
CHICAGO & NEW YORK



**ABSOLUTELY FIRE-PROOF.**



# **PARK AVENUE HOTEL**

**Park (4th) Avenue, 32d to 33d Street  
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**American Plan, \$3.50 per Day and Upwards.**

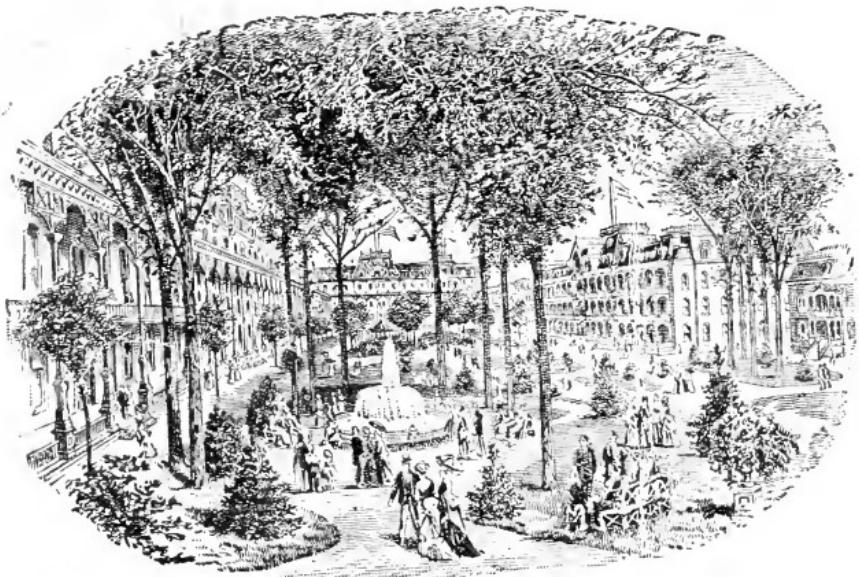
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OPEN JUNE 20TH TO OCTOBER.

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**The Leading Line on Casco Bay.**

RUN ELEGANT STEAMERS ALL THROUGH THE YEAR BETWEEN

**Customhouse Wharf,  
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(reached directly by street cars which have all modern equipments, from the Union Station or Grand Trunk Depot), and the several landings upon

**PEAK'S, CUSHING'S, GREAT DIAMOND,  
LITTLE DIAMOND, and LONG ISLANDS**

**"The Gems  
of the  
Bay,"** where the health seeker, the sportsman, the student, the artist, the scientist, the practical tourist, the pleasure wanderer, or the mere idler can each find something to his liking in the combination of bays and sheltered nooks, of forests and lawnlike openings, of long, green shores, winding in curves of symmetrical beauty, of projecting promontories and gleaming beaches, of entrancing islands, shrub and vine adorned, and of charms and changes wrought by the crafty hands of art and labor. Days may be spent steaming, rowing, and sailing over the bay, for

**It is the Finest Land-Locked Bay  
in the World.**

For time tables and summer resort books address

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# Sebago Lake Steamboat Co.



For NAPLES,  
BRIDGTON,  
NORTH BRIDGTON, HARRISON,  
and WATERFORD, MAINE.

The beautiful SEBAGO LAKE ROUTE,  
the most delightful inland trip in New England, at excursion rates.



**Excursion Tickets** to Naples, Bridgton, North Bridgton, and Harrison, for sale in Boston, over the B. & M. Railroad, Eastern and Western Divisions, Steamers of the Portland Steamship Company in Boston, and Union Station in Portland.

The new fast steamer "HAWTHORNE" will connect daily with 1.25 p. m. train over Maine Central Railroad, White Mountains Division, touching at Naples, Bridgton, North Bridgton, and Harrison.

Trains leave Boston, via B. & M. R. R. Western Division, at 8.30 a. m., Eastern Division at 9. a. m. Steamers of Portland Steamship Co. leave India Wharf, Boston, daily, at 7.00 p. m., arrive in Portland next morning. Trains leave Portland, via White Mountains Division, at 1.25 p. m., connects with steamer at Sebago Lake.

Steamer leaves Harrison every day (excepting Sunday) at 7.45 a. m., North Bridgton at 8.00 a. m., Bridgton at 8.30 a. m., and Naples at 9.15 a. m., connecting at Sebago Lake Station with 11.45 a. m. train for Portland and Boston.

Be sure and call for EXCURSION TICKETS, and get baggage checked over SEBAGO LAKE ROUTE.

• Amid the Berkshire Hills •



# The Berkshire Inn...

Great Barrington, Mass.

... SITUATED upon the site of the William Cullen Bryant House, opposite the famous Searles estate, "Kellogg Terrace," is entirely new and complete in every detail. Placed as it is on high ground, back from the elm-shaded main street of the village, with ample grounds in front and rear, with 200 feet of wide, shaded verandas, large, airy rooms, the best of service and cuisine, the Inn can not fail to be attractive to the Summer sojourner.

Among the advantages of the House are baths (public and private) on each floor, gas and electricity in all rooms, electric bells, open fireplaces in many of the rooms, an abundant supply of pure mountain spring water, and perfect drainage. The rooms are arranged singly or *en suite*. Perfect safety is ensured in case of fire by numerous and broad stairways, and by a fire department in the house.

Our rates are reasonable and will be furnished upon application, stating rooms required, etc. The proprietors, Caleb Ticknor & Son, commend the Inn to any persons desirous of a pleasant outing at any season of the year, and long experience assures guests of every comfort and attention.

**NO DOGS TAKEN.**

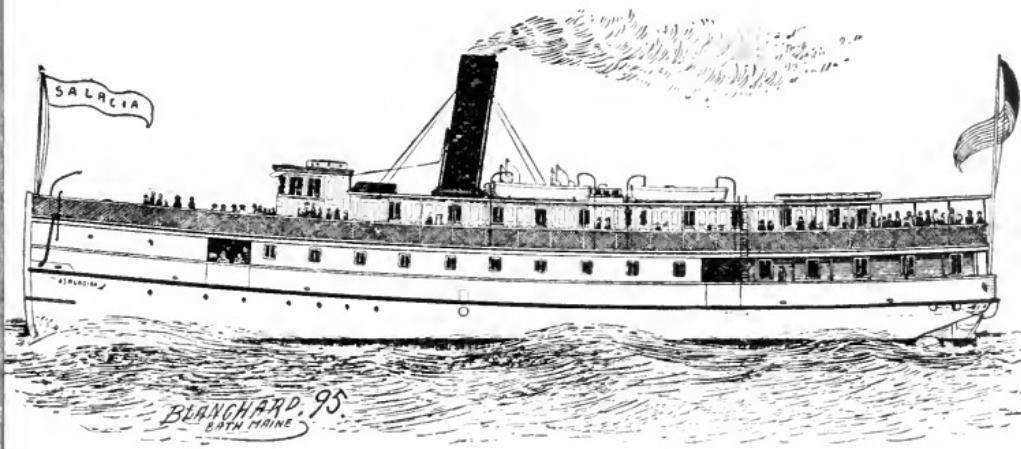
**OPEN THE FOUR SEASONS.**

**NO BAR.**

**LONG DISTANCE TELEPHONE IN THE HOUSE.**

**Fare, Round-trip New York, \$4.90 — three and one-half hours.**

# Maine Coast Navigation Co.



THE POPULAR LINE FOR

Popham Beach, Bath,  
Squirrel Island, North Edgecomb,  
Boothbay Harbor, and Wiscasset.

**The New and Fast Steamer SALACIA,  
DURING THE SUMMER SEASON.**

Will leave Franklin Wharf, Portland, daily, except Sunday, at 7.00 A. M., Popham Beach, 9.10 A. M., Squirrel Island, 10.10 A. M., Boothbay Harbor, 10.30 A. M., arriving at Wiscasset about 11.45 A. M. Connecting at Squirrel Island for Heron Island, Christmas Cove, and Pemaquid; at Wiscasset for all stations on the Wiscasset & Quebec R. R.

Tonchong at the Isle of Springs and North Edgecomb on Signal.

Returning, leave Wiscasset at 12.15 P. M., Boothbay Harbor, 2.00 P. M., Squirrel Island, 2.30 P. M.; Popham Beach, 3.15 P. M., arriving at Portland about 5.30 P. M. Connecting daily, except Sunday, with steamers for Boston, and on Tuesdays, Wednesdays, Thursdays, and Saturdays, with steamers for New York.

Balance of Season, will leave Franklin Wharf, Portland, Tuesdays, Thursdays, and Saturdays, at 7.30 A. M. Returning, leave Wiscasset, Mondays, Wednesdays, and Fridays, at 6.30 A. M.

Through tickets, via Steamer **SALACIA**, for all of above points are for sale on the boats of the Portland Steamship Company from Boston, and at the office of the Maine Steamship Company, in New York. Baggage also checked through.

*Subject to change without notice.  
Connections are generally made, but in no case guaranteed.*

**O. C. OLIVER,**  
President.  
**CHAS. R. LEWIS,**  
Treasurer.

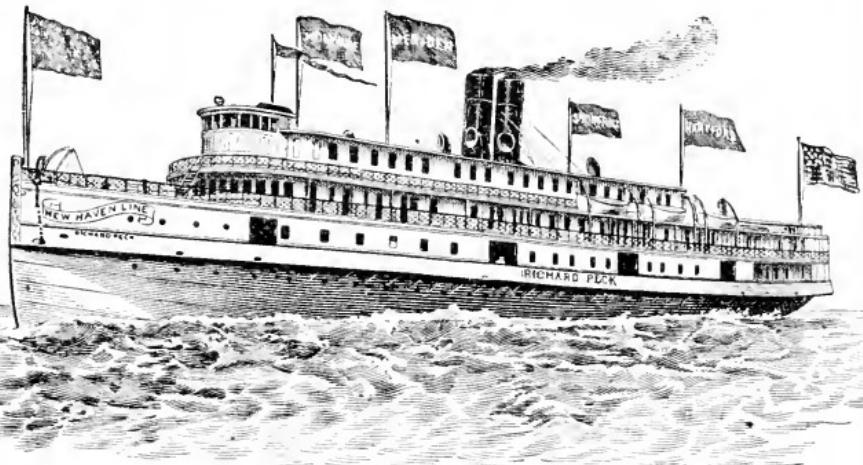
**Office, Franklin Wharf,  
PORTLAND, MAINE.**

# IF YOU TRAVEL

Be it for **PLEASURE OR BUSINESS**, there exist a few essential things to make your journey one of **REAL ENJOYMENT**, and a trip of real enjoyment is one indeed of benefit both to mind and body. **CONVINCING EVIDENCE** of things modern comprise pleasing features that tend to make the

# NEW HAVEN LINE

Popular All the Year Round.



THE FAMOUS FLYER "RICHARD PECK."

The Fastest Coastwise Steamer in the World.

The New Haven Line is the only water route having direct connection at New Haven with railroads running north and east. Steamers magnificently appointed. Cuisine unsurpassed. Luxury of a first-class hotel while traveling. All that contributes to creature comfort both outwardly and inwardly. By this line is secured the rest and pleasure you really need.

**Double Daily Service** **Day and Night Steamers** **from Each Terminal.**

Eastward Bound Night Steamers North and East.  
arrive in time for all Early Trains

Westward Bound Night Steamers South and West.  
arrive in time for all Early Trains

The special Sunday outing trips of the New Haven Line are the most attractive out of New York. **Complete Trip to New Haven and Return, by Daylight** affording a grand view of Long Island Sound.

**E. F. DeYOUNG, General Passenger Agent,**  
**Piers 25 and 26, East River, New York.**

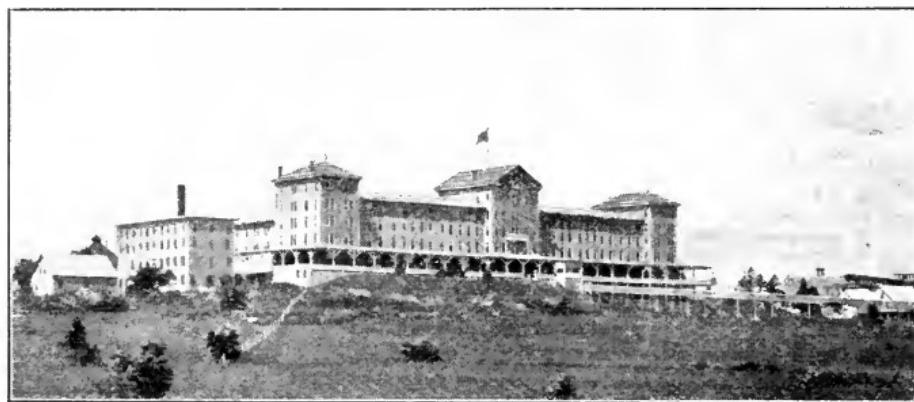


SPECIAL RATES  
DURING THE MONTHS OF JUNE  
AND SEPTEMBER.

ACCOMMODATIONS FOR 350 GUESTS.

# Old Orchard House

**OPEN FROM JUNE 24TH.**



This is one of the largest seaside hotels in New England, accommodates five hundred guests.

Patrons of Summer Seaside Resorts will find no place on the Coast with more attractions and comforts than

## Old Orchard Beach

It has attractions, both inland and ocean, which no other watering place affords.

**H. W. STAPLES, Proprietor,**  
*Old Orchard, Maine.*



# Preble House

*J. C. WHITE,*

*PORTLAND, ME.*



This Spacious Hotel, more centrally located than any in the City, situated in Monument Square, and adjoining the Longfellow Mansion. Street cars pass the Hotel to all railroads and steamboats.





RAND, MCNALLY & CO.'S

HANDY GUIDE

TO THE

NEW ENGLAND STATES

*WITH MAPS AND ILLUSTRATIONS.*

CHICAGO AND NEW YORK:  
RAND, MCNALLY & COMPANY, PUBLISHERS.  
1897.

# Maine Steamship Co.

FIVE TRIPS PER WEEK.

## PORTLAND *and* NEW YORK

DIRECT LINE

### Scenic Route



ALONG THE  
NEW ENGLAND COAST AND  
LONG ISLAND SOUND

The New, Elegant, and Swift Steamships

**COTTAGE CITY** (2,000 Tons)

**MANHATTAN** (2,000 Tons)

alternately leave **Franklin Wharf, Portland**, for **New York**, every Tuesday, Thursday, and Sunday, at **6.00 p. m.** Leave **Pier 38, East River, New York**, for **Portland**, Tuesdays, Thursdays, and Saturdays, at **5.00 p. m.**

From June 1st to October 1st these steamers will touch at **Cottage City, M. V.**, in each direction, and are due to arrive and leave Cottage City, M. V., on Wednesdays, Fridays, and Sundays, northbound, at **5.30 a. m.**, and Wednesdays, Fridays, and Mondays, southbound, at **6.00 a. m.**

The Superb New Iron Steamship

**JOHN ENGLIS** (3,500 TONS)

will leave **Pier 38, East River, New York**, every Monday and Friday, at **5.00 p. m.**, for **PORLTAND DIRECT**. Returning, leave **Franklin Wharf, Portland**, every Wednesday, at **6.00 p. m.**, and every Saturday, at **9.00 p. m.**, for **NEW YORK DIRECT**.

*Send for Illustrated Circular.*

**FARE**

One Way, \$5.00.  
Round Trip, \$8.00.  
Staterooms and Meals Extra.

**H. HALL, Gen'l Fr't Agt.,**  
New York, N. Y.

**J. F. LISCOMB, Gen'l Pass'r Agt.,**  
Portland, Me.

## CONTENTS.

ROUTE	PAGE
1 New York to Maine and the Maritime Provinces.....	5
2 New York to Newport and Boston by the Fall River Line.....	5
3 New York to Boston by the Providence Line.....	15
4 New York to Boston by the Stonington Line.....	15
5 New York to Boston and Worcester by the Norwich Line.....	15
6 New York to Boston by the Shore Line.....	19
7 New York to Boston by the Air Line .....	53
8 New York to Boston, via New Haven, Springfield, and Worcester .....	57
9 New York to Vermont and New Hampshire by the Connecticut Valley.....	73
10 New York to Vermont, via New London (Central Vermont) ...	88
11 New York to Northampton, Shelburne Falls, and Turners Falls .....	93
12 Northampton to Boston by the Central Massachusetts Railroad.	95
13 New York to the Naugatuck Valley and Winsted, Conn.....	96
14 New York to Litchfield, Conn., and Pittsfield, Mass.....	99
15 New York to Berkshire County, Mass., and Bennington, Vt., via Harlem Railroad.....	102
16 Hudson River to Hartford and Providence.....	104
17 Poughkeepsie, N. Y., to Hartford, Conn.....	108
18 Worcester to Nashua, N. H., Rochester, and Portland, Me... City of Boston .....	114
19 Boston to Bellows Falls, Hoosac Tunnel, Troy, and Saratoga Springs.....	116
20 Boston to Albany.....	123
21 Lowell and Nashua to New Bedford.....	124
22 Boston to New Bedford.....	124
23 Boston to Cape Cod.....	126
24 Boston to Martha's Vineyard and Nantucket.....	129

## CONTENTS.

ROUTE	PAGE
25 Boston to the South Shore and Plymouth.....	133
26 Boston by Sea to the Maritime Provinces.....	138
27 Boston by Sea to Portland, the Penobscot, and Kennebec.....	139
28 Boston to Marblehead, Gloucester, and Portland, via Eastern Railroad.....	139
29 Boston to Lawrence, Haverhill, Dover, Old Orchard, and Portland.....	155
30 Along the Maine Coast.....	168
30a Boston to the Penobscot River.....	178
31 Portland to Bar Harbor.....	180
32 Bangor to St. John and Eastport.....	192
33 Bangor to the Aroostook Valley.....	195
34 Portland to Moosehead Lake, and the headwaters of the St. John and the Allegash.....	198
35 Portland to Augusta, Skowhegan, and the Upper Kennebec; also Kennebec Steamers.....	201
36 Portland to the Rangeley Lakes and Dead River, via Farmington	208
37 Portland to Rumford Falls and the Rangeley Lakes.....	210
38 By the Grand Trunk Railway to the White Mountains and Canada .....	211
39 Portland and the White Mountains to Lake Champlain and Canada .....	213
40 Boston to North Conway, Fabyan's, and Lake Winnepesaukee.	225
41 Boston to the White Mountains and Montreal, via Concord, N. H. ....	228
42 Boston to Burlington and Montreal, via Concord, N. H. ....	239
43 Boston to Bellows Falls, Rutland, and Burlington, Vt.....	249
44 New York to Lake Champlain.....	253

# Sound Advice

Travel by the

# Norwich Line

Between

## NEW YORK

and

**BOSTON, WORCESTER, GARDNER, WINCHENDON, MASS.  
KEENE, NASHUA, CONCORD, N. H.**

The

**Northern and Eastern Summer Resorts.**

The direct and comfortable route to New London, Watch Hill, Block Island, and the famous watering places of Long Island Sound.

### **Steamers "City of Lowell," "City of Worcester"**

from Pier 40, North River, 6.00 p. m., week days, connecting at New London with trains on the New England and Central Vermont Railroads, for the North and East.

Staterooms, \$1.00, \$1.50, and \$2.00. Cabin berths free.

### **Meals on the European Plan**

Both steamers carry fine orchestra.

**GEO. W. BRADY, Supt.,**

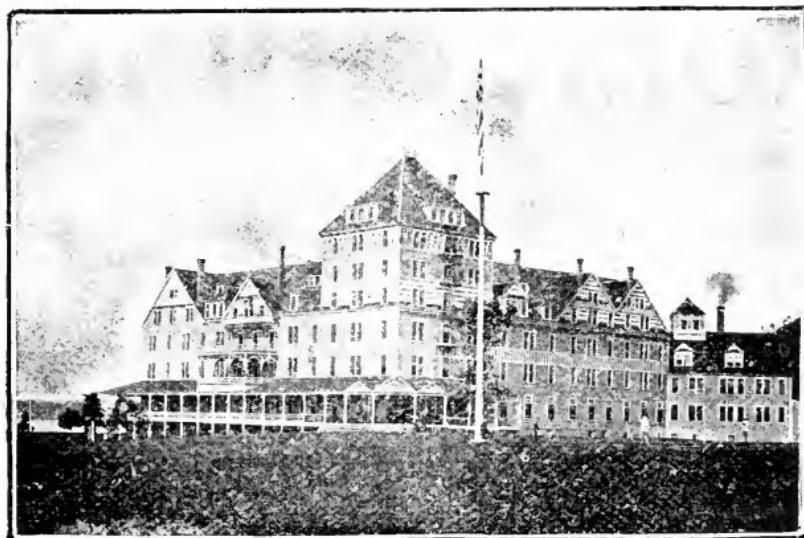
Pier 40, North River, NEW YORK.

**W. R. BABCOCK, Gen'l Pass'r Agent,**

BOSTON, MASS.

# MOOSEHEAD LAKE

in Northern Maine, the largest lake in New England, at the head of the Kennebec, is more than one thousand feet above the sea level. Midway of the lake, and extending into it from the eastern shore, is Mount Kineo, a lofty precipice of flint rock rising abruptly from the water's edge.



## The Mt. Kineo House

stands on the lake shore, south of the mountain—a hotel site for forty years—and fine scenery, mountain air, pure water, and perfect drainage, combine to make it an ideal location for a summer resort. The present hotel, built in 1884, accommodates four hundred guests. It is supplied with gas, steam, fire escapes, elevator, in short, all the requisites of a first-class modern hotel. The management is the same that has successfully conducted the business for the past twenty-five years, and the name of O. A. DENNEN is known throughout the United States as a guaranty of good service and every attention to the safety and comfort of his patrons. Its high latitude and great elevation make Kineo a favorite resort for invalids and those seeking refuge from the heat. Hay fever is unknown. Sportsmen find at the Kineo store every convenience for an excursion into the woods, located as it is in the heart of the hunting and fishing grounds of Northern Maine, although only twelve hours by rail from Boston.

For descriptive circulars, apply to

O. A. DENNEN,

Kineo, Maine.

# ILLUSTRATIONS.

White Mountains, New Hampshire: Crawford's Notch from Elephant's Head .....		Frontispiece,
Newport, Rhode Island: "The Marble Palace" .....	Opposite page	8
New Haven, Connecticut: Campus, Yale College .....	"	24
Hartford, Connecticut: State Capitol .....	"	58
Springfield, Massachusetts: 1, The Art Building; 2, Public Square .....	"	68
Greenfield, Massachusetts .....	"	78
Williamstown, Massachusetts: Williams' College .....	"	98
Stockbridge, Massachusetts .....	"	104
Boston Harbor: 1, Hull Landing; 2, Boston Light ..	"	112
Pittsfield, Massachusetts: 1, Main Street; 2, Resi- dence of Anson Phelps Stokes, Esq., Lenox .....	"	124
Yacht Club Houses, Massachusetts: 1, Eastern Yacht Club, Marblehead; 2, Corinthian Yacht Club, Marblehead; 3, Hull Yacht Club, Hull .....	"	128
Along the Coast of Massachusetts: 1, Surf at Cape Ann; 2, Nantasket Beach; 3, Annisquam Light, Cape Ann; 4, Norman's Woe, off Magnolia Point, Gloucester Harbor .....	"	134
Plymouth, Massachusetts: Pilgrim's Monument .....	"	136
South Duxbury, Massachusetts: The Myles Standish Monument .....	"	138
North Shore, Massachusetts: 1, Tucker's Landing, Marblehead; 2, Surf at Nahant; 3, Marblehead Harbor and Neck .....	"	140
Salem, Massachusetts: 1, Hawthorne's House of Seven Gables; 2, Chestnut Street .....	"	142
Eastern Point, Massachusetts: 1, The Willows; 2, Lake; 3, Eastern Point Light House .....	"	148
Isles of Shoals, New Hampshire: 1, Smitty Nose Island; 2, Hotel on Star Island; 3, Boat Landing, Star Island; 4, Star Island from Appledore House ..	"	152
Lighthouse, Matinicus Island, Maine .....	"	190
White Mountains, New Hampshire: 1, Mount Wash- ington Railway; 2, Profile Lake and Eagle Cliff; 3, Snow Shed .....	"	220
Center Harbor, Lake Winnipesaukee, New Hampshire ..	"	226
Statue of Minute Man, Concord Battle Field .....	"	228
Manchester, Vermont .....	"	250
Lowell, Massachusetts: Monument Square .....	"	230

# Stanwix Hall

ALBANY, N. Y.



American and  
European Plans

THE MOST COMFORTABLE AND PERFECTLY EQUIPPED HOTEL IN THE CAPITAL CITY, IS CONDUCTED LIBERALLY, WITH THE DESIRE TO PLEASE THE MOST EXACTING. HAS AN ABSOLUTELY PURE FILTRATION OF ENTIRE WATER SUPPLY. HAS, BY FAR, THE MOST CONVENIENT LOCATION TO STORES, DEPOTS, BOATS, AND PLACES OF INTEREST.

Free Omnibus and Carriages  
To and from all Boats

PATRONS ARE ASSURED

Pleasant Rooms, Excellent Cuisine,  
and Careful Attention.

Our Rates for Each Person are:

FOR ROOM ONLY,  
\$1.00 and upward per day, according to location, etc.  
FOR ROOM AND BOARD,  
\$3.00 and upward per day, according to location, etc.  
FOR ROOMS WITH PARLOR OR BATH  
An extra charge will be made.

AN EXCELLENT CAFE AT  
POPULAR PRICES.

Special Rates will be made for Large Parties.

# GUIDE TO THE NEW ENGLAND STATES.

---

## Route 1.—New York to Maine and the Maritime Provinces by Sea.

1. The steamers of the *Maine Steamship Company* leave Pier 38, foot of Market Street, E. R., New York, every Tuesday, Thursday, and Saturday for Cottage City, Martha's Vineyard, and Portland, Me., in summer season for Portland direct on Mondays and Fridays also. Staterooms and meals are extra.
2. Steamer *Portia* for Halifax, Nova Scotia, and St. John, Newfoundland, from foot of Baltic Street, Brooklyn, fortnightly.
3. *The Quebec Steamship Company* sends a steamer four times during the warm season between New York and Quebec.

## Route 2.—New York to Newport and Boston by the Fall River Line.

*The Fall River Line* of steamers plies between New York, Newport, R. I., and Fall River, Mass., connecting with special trains between Fall River and Boston. One of these steamers leaves New York, foot of Murray Street, North River, daily at 5:30 p. m., and is due in Newport at 2:15, Fall River 4:45, and Boston at 7 next morning. The course is up East River and through Long Island Sound, and in summer the whole bright and busy panorama of New York Harbor and the shores of the busy East River are displayed to the passenger, enhanced by the fact that the other Sound steamers are likely to be within sight until dark, forming the most brilliant fleet of "floating palaces" to be seen in the world.

*The Fall River Line* consists of the steamers *Pilgrim*, *Puritan*, *Priscilla*, and some others, which are the largest and most magnificent vessels of their kind afloat, and are furnished with every detail of safety, comfort, and artistic luxury. Meals are served

by the card at moderate prices, and the charges for staterooms are from \$1 upward.

The course lies up the middle of Long Island Sound, passing Fisher's Island on the left and Block Island on the right, then around Point Judith, the extremity of the mainland west of Narragansett Bay, and into the East Channel of that bay between Connecticut and the Island of Rhode Island to Newport (163 miles). It is always too dark to get more than a shadowy outline of the extremely picturesque shores of both sides of this channel, which rise into massive rocky knolls crowned with handsome seashore villas, and bristling with ancient and modern fortifications. Between Newport and Fall River the course lies up a narrow arm of the bay between Prudence Island on the left and the Island of Rhode Island on the right, and through the strait separating the latter from the Bristol peninsula into Mount Hope Bay, upon the eastern shore of which is the city of Fall River (181 miles). The landing at Fall River is upon a covered wharf, where the special trains are in waiting to carry the boat passengers forward immediately or by a somewhat later special train. There is always time for a cup of coffee and a roll, but not for an elaborate breakfast, before the earlier train leaves. Parlor cars are furnished for the ride of fifty miles to Boston.

### THE CITY AND HARBOR OF NEWPORT.

Newport occupies the amphitheater-like shores of Newport Harbor, an indentation in the southwestern coast of the Island of Rhode Island, which is guarded from the winds of the outer bay by Goat Island and by the headland or "neck" of Brenton's Point, south of it. The older part of the town lies along this harbor front, but the city extends over the hills to the open ocean front east and south. The steamboat landing and railway station are on the northern side of the harbor, near *Washington Square* at the head of the curious *Long Wharf*. On the upper side of the square is an iron fountain flanked by two cannons captured from the British privateer "Tartar" in 1779. The shaded triangular park above is known as the *Mall*, and contains a statue of Commodore Oliver H. Perry, a native of Rhode Island, who, after his victory on Lake Erie (September 10, 1813), resided in the large house facing the statue on the south. At the head of the Mall stands the *State House*, where the Legislature formerly met in alternate sessions, a building erected in 1742, which served as a hospital during the Revolution. Facing the foot of the square is the *City Hall* (classic front), erected in 1763 as a public market and

granary. St. Joseph's R. C. Church, with the Greek portico, here is modern; but near by are the *First Baptist Church*, on Spring Street, dating back to 1638, and the *Central Baptist Church*, on Clarke Street, built in 1763, and greatly injured during the British occupation of the city from 1776 to 1779. The most interesting church in this neighborhood, however, is old *Trinity*, on Church Street, built in the early part of the last century and surrounded by ancient graves. Its interior remains as in the old time; in its quaint, elevated pulpit Dean Berkeley (1729-31) often preached, and he gave the organ still in use. Two famous houses near Washington Square are the Perry mansion and the *Vernon House*, at Clarke and Mary streets, which was Rochambeau's residence and the headquarters of the French allies during the latter part of the Revolution; and here Washington and most of the famous men of the time were entertained. In the northern part of the city not much is worth attention, except the site of old Fort Greene (1776) at *North Point* (now a small park); Island Cemetery, where are some fine monuments, including the work of La Farge and St. Gaudens, and a monument erected by the State over the grave of Commodore O. H. Perry; and the ancient burying-ground of the earliest settlers on Farewell Street.

*Thames Street* is the sinuous main street of the old city, running along the water front and giving access to the wharves by queer narrow passages.

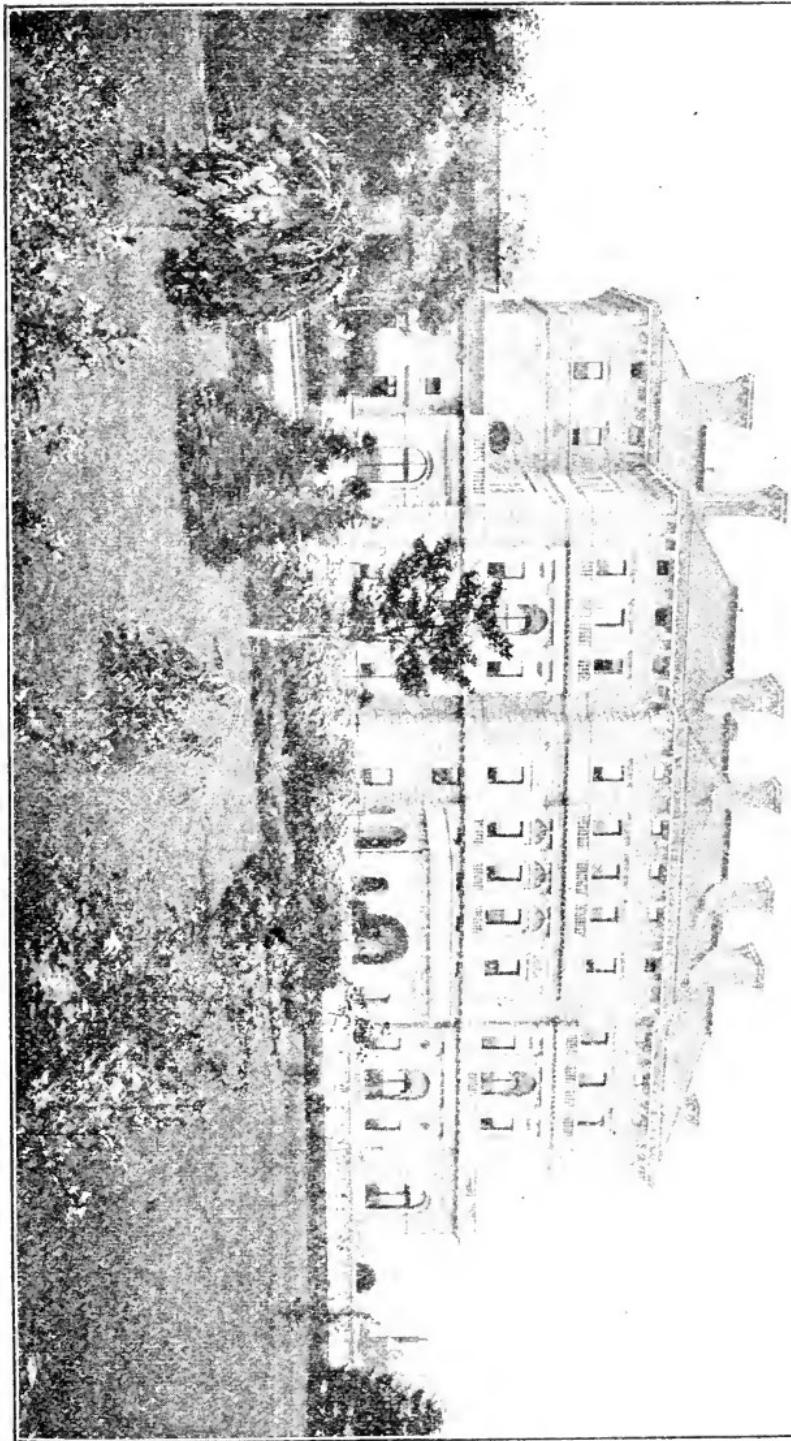
"The old town may be called picturesque in distinction from the general pictorial effect that is noticeable. It is full of narrow streets and quaint turnings; little squares left undisturbed. . . Cotton's Court, Wanton Avenue, and similar places, contracted as they evidently are in area, have an air of complication and variety that tempt and would reward the exploring sense. Curious juxtapositions of shop, dwelling house, stable, warehouse, and what not form incomparable 'nooks.' . . In all the world probably there is nothing like the Long Wharf, with its succession of boat-builders' shops, tenements, ignoble saloons, heaps of junk, sailboat moorings, and floats, terminating in the railway freight station and the steamboat wharf."—C. W. Brownell, in *Scribner's Monthly*.

From Commercial Wharf, in the middle of Thames Street, where the United States Post Office and Custom House is conspicuous, Franklin Street strikes up the hill to Spring Street, which runs north and south parallel with Thames. Here is the

central station of the *Electric Street Car system* whose tracks reach to the northern and southern limits of the city and extend across to the Cliff Walk and Bathing Beach. (See below.) Following Spring Street northward from this point a short distance one comes to the pleasant Aquidneck Hotel, and turning up the hill reaches *Touro Park*, in which stands the greatest curiosity in Newport—the *Round Tower*, the origin and history of which is hidden in mystery. Many learned persons still adhere to the early belief that it is a relic of the Northmen's temporary occupation of "Vinland," in the eleventh century; others believe that it is simply the ruins of a colonial windmill. Whatever its story, it is highly picturesque and interesting. In this park, also, are statues to the Rev. William Ellery Channing, the great Unitarian divine, who was born and dwelt here; and to Commodore M. C. Perry, a cousin of Oliver Hazard Perry (it was a Rhode Island family), who opened Japan to the world in 1854. The Channing Memorial Church faces the park.

This park was the gift of Judah Touro, who was the son of Isaac Touro (born 1775), a Jewish rabbi, who preached in a synagogue here (built 1762) when this was the only place in New England that tolerated Hebrews. He amassed a great fortune, which was spent philanthropically, \$10,000 being given to the Bunker Hill monument fund. Touro Street, and the pretty Jewish graveyard and synagogue upon it, are also memorials of this family.

*Bellerue Avenue*, passing north and south along the upper edge of Touro Park, is the finest and most fashionable street in Newport; and along it in this neighborhood are the villas of the best known of Newport's summer residents. Beginning at the Jewish cemetery, near the park, it extends two and one-half miles straight down to the southernmost ocean cliffs. North of the park are houses, some shops, the rooms of the Historical Society, which contain interesting relics; the Newport Reading Room and the *Redwood Library*—the last within large grounds, where a magnificent fern-leaved beach should be noticed. This library, founded by Abraham Redwood, a West India Quaker, in 1747, but robbed by the British in 1779, occupies a handsome building, with a small but very valuable collection of books, open to free use by the people; and with some fine paintings, statues, and historical mementos. South of the park are a row of shops on one side,



NEWPORT, R. I.—"The Marble Palace." Built by W. K. Vanderbilt, Esq.

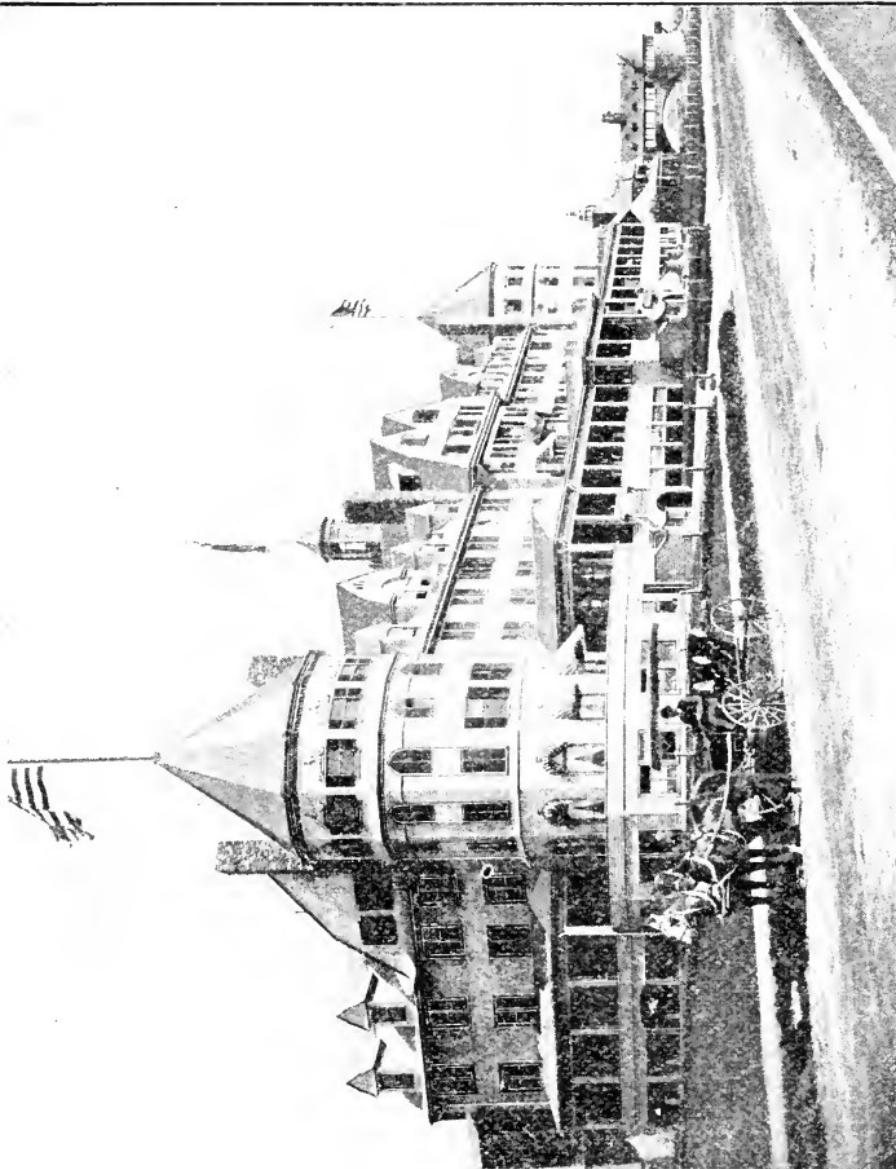
## The New Mathewson

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## THE NEW MATHEWSON

Narragansett Pier, R. I.

S. W. MATHEWSON, Jr., Manager,  
260 Fourth Ave., New York.

S. W. MATHEWSON,  
*Proprietor.*

and villas and boarding houses on the other; then the *Casino*—a pleasure place for subscribers, containing a restaurant, inner grassy court for outdoor games, loggias, where open-air concerts and entertainments may be enjoyed, and a great assembly room, in which fashionable balls and parties are given. Here the Bath Road strikes off east to the beach, and just beyond is the Ocean House, the largest and most prominent hotel in the city, amid its shady and domestic surroundings.

"Here begins the succession of cottages and chateaux of the summer resident, set wide apart in elegant lawns, bordered with hedges and blazing with flowers, that extends for a couple of miles to the sea. . . . This is the region . . . where chiefly reside the summer people whose activities the papers record so copiously. . . . Past the beach is another district whose houses, some of them ample and elaborate, stand in notable isolation amid rural fields; then Paradise, with its farm-houses, ponds, junipers, and gray rocks, the Second Beach, and, finally, Sachuset Point, which brings one to the Sakonnet River and the verge of Newport. All around here, and north from the town proper, delightful drives lead out into the island itself. Six miles out is the Glen, an almost artificial arrangement of romantic nature, whither one may stop at Mrs. Durfree's for tea and waffles, and enjoy a truly English interior. Then there are Pebble Beach . . . and Vaucluse and its deserted close . . . and no end of quaint cross-roads. . . . Beyond the southern extremity of the Cliff Walk, and extending westward to Castle Hill, . . . stretches out the charming region known as Price's Neck—variegated with ponds and embankments, hill and dale, rock and marsh, and skirted and reticulated with the famous Ocean Drive. The Ocean Drive is the finest, I think, in the world."—*Brownell*.

**Bathing Beach and Cliff Walk.**—In former years surf bathing at Newport, on the curving and beautifully shelving Easton's Beach, east of the town, was one of the great attractions of Newport, and thither society betook itself in carriages at certain hours, and all the world went into the water or strolled upon the sand. But bathing is no longer fashionable, and this beach has been given up almost wholly to excursionists, who amuse themselves at the "pavilions" and in the surf, much as if they were at Asbury Park or Coney Island. The more distant Sachuset Beach is visited by people more fond of retirement; and the cove beaches at the southern end of the island have some private bathing houses. Electric cars run to Easton's Beach every few

minutes. These cars, in descending from the town to the beach, pass the northern extremity and gateway to

**The Cliff Walk.**—This is a path which skirts the ocean cliff-margin of the southern part of the city from Bath Road to the extremity of Bellevue Avenue. It is admirably made, passes across the foot of the lawns and gardens of the most magnificent estates, including those of the Vanderbilts and Astors, and is the most delightful seashore walk in America.

“Setting out from the Beach, the sea is on one’s left, its near shallows, ‘with green and yellow seaweed strewn,’ and beyond its stretch of varying blues and purples the long, graceful reach of Easton’s Point, at the end of which a solitary cottage stands sentinel, and shimmering in the more distant haze the shore of Seaconnet and its neighboring rocky islets, around which the breakers are flashing in foam. On the right of the path, which undulates along its edges and rises and falls with its rolling unevenness, extends that succession of lawns which more than any other feature, perhaps, sets the pitch of Newport’s elegance. So elegant is it all that one fails to note how high and rugged are the cliffs themselves, the highest on the Atlantic coast from Cape Ann to Yucatan.”

*The list of interesting places along the Cliff Walk is as follows:*

Leaving Bath Road, the Cliff Avenue Hotel and Cottages are soon passed, and at the foot of Seaview Avenue, the first thoroughfare reached, is “Mary’s Seat.” Keeping onward the Livingstone cottages are soon passed, with the residence of the late Gen. G. W. Cullom, now of Madame D. Cortazzo, near at hand, inland. “Tom Pease’s Rock” is found on the shore about half-way between that and the next noticeable residences, which are the estates of Mrs. William Gammell. Next in order Narragansett Avenue is reached; and here, upon the shore, are “Ellison’s Rocks” and the famous “Forty Steps.” The first estate beyond Narragansett Avenue is that of Robert Goelet, and the next is that of Ogden Goelet, and upon the shore side, about midway between the two, is “Conrad’s Cave.” Further on the walk borders the estate of Mr. Pendleton, then that of Louis Lorillard, succeeded by the large estate of Cornelius Vanderbilt, upon the western borders of which the walk crosses Ruggles Avenue.

The five mansions are along Ochre Point Avenue, the first highway inland.

Continuing upon Cliff Walk, after passing Ruggles Avenue, the famous Ochre Point is entered upon, and the estates of Captain Pearson, Prof. Fairman Rogers, Miss C. O. Jones, and the late J. M. Fiske are passed. The next highway abutting upon the shore is Marine Avenue, and the estate here is that of J. P. Kernochan. Beyond it are the estates of the Hon. Perry Belmont, George F. Parkman, the late George Bancroft, now owned by Herman Oelrich, J. J. Astor, the "marble palace" and grounds of W. K. Vanderbilt, and then the estate of W. W. Astor. Next, at Sheep Point, are the homes of Mrs. Harry Ingersoll, and Geo. W. Wales, and beyond, nearly opposite Stanton's Reef, is the residence of Dr. C. M. Bell. Ogden Mills, Thomas F. Cushing and F. W. Vanderbilt, dwell, in succession, next beyond. Thus you follow the shore around to Bellevue Avenue, or can go far beyond that point if you wish,—clear around, in fact, to the outer harbor-shore on Brenton's Point.

**Newport Harbor** is replete with interest to the visitor. It is a favorite yachting resort, and the house of the Newport Yacht Club is conspicuous. At Commercial Wharf, land the Jamestown ferry, the steamer to Wickford (Route 4), and other steamboats; and the government launch-ferries to the various military stations are here or near by. Here, too, are several places where sail and row-boats may be hired. Fort Adams, on the extremity of Brenton's Point, which half encloses the harbor by its out-reaching peninsula, may be reached by a carriage drive, around through the city or by the government ferry.

*The Government Ferries* are all free, but it is needful to explain the purpose of your proposed visit to the officer in charge of the boat, who is under orders not to carry mere idlers. A letter of introduction to some resident official will be of great service to the visitor.

*Fort Adams* is one of the largest and most complete of American sea-coast fortifications. Batteries have been placed on this commanding point for 200 years; and the present great fortress is a gradual development from earlier ones. It covers some eleven acres and could mount nearly 500 guns. Arrange-

ments are under way for adding modern, improved means of defense to the great walls and enormous smooth-bore cannon and mortars which could give a good account of themselves. An extensive system of submarine mines is already arranged for, to be operated from the fort. Most parts of the fortification are open to visitors, who have here an opportunity to study a highly scientific fortification; and the view from the parapets is exceedingly beautiful and interesting. The opposite shore of the channel is Conanicut Island, where now are to be placed batteries of disappearing high-power guns and other defenses against the science of modern warfare. The picturesque old Martello towers crumbling on the cliffs (The Dumplings) there date from 1812. The parade-ground of the post is in the rear of the fort; and here dress-parades, battery drills, etc., may be witnessed at stated times, and the regimental band plays twice a week in summer on "Fort days" before the row of officers' quarters.

*Lime Rock Lighthouse*, the scene of the heroic deed that made Grace Darling immortal, still lights the southern part of the harbor from a reef inside of Brenton's Point.

*The Torpedo Station* is a branch of the Navy occupying Goat Island, which lies in line with Brenton's Point and shields the inner harbor. Here, within the grassy ramparts of old Fort Wolcott—the successor of a series of storied fortifications dating back to 1700,—are arrangements for supplying the navy with torpedoes and high explosives; and here details of officers and men are instructed in the science and tactics of torpedoes and torpedo boats, and men-of-war receive their torpedo outfits. Some distance outside of Goat Island is *Rose Island*, a small area formerly occupied by a powerful fort, but now used as a lighthouse station and a magazine of gun-cotton, dynamite, etc. North of Goat Island and the harbor is Coaster's Harbor Island, upon which is the *Naval Station*, *Naval Training School* (for boys) and the *War College*, where classes of young navy officers are instructed in strategy and the science of modern warfare. Each of these stations may be reached by free ferries, and the last is connected with the mainland by a bridge.

**Conanicut Island**, opposite Newport, is covered with farms, and has interesting roads and shore-places. At Jamestown, to

which a steam ferry runs every half hour from Newport, are several summer hotels. The principal amusements are connected with boating, and the local yacht club is one of the leading organizations in the State. Conanicut Park is a smaller and more secluded resort, at the northern extremity of the Island. A ferry boat runs from the western side of the Island, a mile from Jamestown, to the Kingston shore, affording a driving route (five miles water and six miles on land) between Newport and Narragansett Pier.

**Steamboats** ply in summer at frequent intervals between Newport, Bristol and Providence, Wickford, Narrangansett Pier, Block Island and Seaconnet.

A railroad extends from Newport to Fall River, 18 miles, keeping along the shore through the pleasant and historical town of Tiverton, and reaching Bristol, R. I., by way of Bristol Ferry.

**Fall River** shows little of itself to the traveler. The steam-boats land at the Ferry Street wharf and station, where trains are waiting under cover. Other trains also come here, but the proper city railway station is on North Main Street, where electric cars are in waiting; it is nearly half a mile to the center of the business streets and the hotels. The city has little to attract the casual visitor beyond a survey of the great cotton-mills which are grouped along the waterside.

Fall River is the greatest cotton-spinning city in America. Forty-four concerns are engaged here in making cotton fabrics, several having a capital of a million dollars or more invested in the mills, which are principally built of stone, and contain the most modern machinery. The total investment in this line here exceeds \$25,000,000. As many as 200,000 spindles are run by one concern, and several exceed 100,000, while the total number of spindles in operation is about 2,250,000, working in 66,000 looms. This employs the great body of working people in the town, which is mainly supported by this industry, though there are also here several machine-shops manufacturing cotton-spinning machinery and appliances, and some maritime industries.

The city rises steeply from the waterfront, and Main Street separates the milling quarter below from the residence district above. The new Public Library (completed in 1897), which contains 45,000 volumes; the fort-like Armory, and the City Hall, are noticeable buildings here. The hilltop above is covered with

residence streets, churches and school houses, often fine and costly, especially the magnificent Durfee High School, with its conspicuous clock-tower; but southward stretches a wilderness of narrow, squalid streets, the home of a working population, mainly foreign, which dwells in a series of slums unequaled in depravity by anything in New England, and perhaps not elsewhere.

*Electric cars* reach all quarters of the city and run half-hourly eastward to New Bedford, via Westport and Dartmouth, and northward to Taunton (see below).

*Steamboats* run every evening to Newport and New York (Fall River Line), and every morning (oftener in summer) by several lines to Providence and the various ports up the bay, and to Newport, Seaconnet, etc., down the bay, connecting for Narragansett Pier, Block Island, etc.

**Railroads** diverge from Fall River—

1. To Tiverton and Newport—see above.
2. To New Bedford, eastward across the lowlands of the Copecut and Paskamansett rivers; also electric cars.
3. Northwest to Providence. This line crosses Taunton River, passes along the shore of Mt. Hope Bay, crossing in succession over Lee's River, Cole's River and Kickamuit River, where great numbers of oysters are tonged, reaches Warren, crosses in close succession Warren and Barrington Rivers, and then turns north along the exceedingly picturesque shore of Providence River, alive, in summer, with pleasure seekers, crosses Seekonk River, and traverses the crowded wharf-district of India Point to the station at the foot of South Main Street, nearly a mile, by electric cars (always in waiting) from Market Square and the Union station. See also *Providence*.
4. Northward to Boston, Plymouth, etc. (see below).

**Two routes to Boston** from Fall River are at the choice of the traveler, according as he prefers to arrive in Boston at the Kneeland Street (Old Colony) or at the Park Square (Providence) stations.

The former passes directly up the Taunton River through the little manufacturing and sea-faring towns of Somerset, Dighton (in which is the famous Indian-inscribed Dighton Rock) and Weir to Taunton (Route 22), and thence through the farm-

ing and shoemaking villages of Raynham (branch line to West Bridgewater), Easton, Stoughton (branch to Braintree), along the Neponset River through Readville and Hyde Park, and then through the suburban stations, Forest Hills, Jamaica Plain and Roxbury, into the Park Square station, at the southwestern corner of the Common, Boston. The express trains running from the steamboat wharf take this route.

The latter, and ordinary, route is the more easterly "Old Colony" line, bearing to the right from Fall River (Somerset Junction) up the Assonet valley through Myricks (intersection of Taunton-New Bedford line Route 22) to Middleboro, and thence into the station on Kneeland street. This is the more entertaining of the two routes, which are of nearly equal length—about 50 miles. At Middleboro connections are made for Cape Cod and for Plymouth.

#### Route 3.—New York to Boston by the Providence Line.

3. A steamer of the Providence Line leaves New York (Pier 36, N. R., one block above Canal street) at 5:30 p. m. daily (except Sunday) for Providence, R. I., and railway connections to Boston, Worcester and northward. It is probable, however, that its service will soon cease.

#### Route 4.—New York to Boston by the Stonington Line.

A steamer of the Providence & Stonington Steamship Company (Stonington Line) leaves New York (Pier 36, N. R., foot of Canal street) every day at 6 p. m., and voyages up Long Island Sound to Stonington, Conn., (see Route 6), where it connects in the early morning on the wharf with railroad trains to Providence, Boston and Worcester. For Providence, see Route.

The steamers *Maine* and *New Hampshire* of this line are large, steel, screw vessels, offering every facility and comfort of travel; and they avoid the rough water often encountered outside of Point Judith by steamers on Routes 2 and 3. The distance by rail from Stonington to Boston is 94 miles.

#### Route 5.—Norwich Line to Worcester and Boston.

A steamer of the Norwich & N. Y. Transp. Co. (Norwich Line) leaves New York (Pier 40, N. R., foot of Desbrosses st.) daily at 5:30 p. m. for New London, Conn., where it connects with early morning trains for Vermont (Route 10), Worcester, Boston, and in summer with a special through service (Route —) via Worces-

ter for the White Mountains and Maine; also with local steam-boats. The steamers *City of Lowell* and *City of Worcester* are large new steel screw boats, fast and in every way modern and comfortable. For New London and local steamboats, see Route 6.

- *This railroad route to Boston* follows that to Worcester (see next paragraph) as far as Putnam, and after that the Air Line (Route 7); the distance from New London is 108 miles, and Boston (Kneeland street station) is reached at 10 a. m.

To Worcester (73 miles), the route is up the western bank of the Thames River, giving an excellent view of Groton and the Navy Yard, the fine stretch of water just above the railway bridge where the intercollegiate boat-races are run, and many other beautiful features of this wide and hill-bound estuary.

Much entertaining history might be recited, especially as to the conflicts of the early Indians with the settlers. Just above Montville, on the eastern side of the river, is seen Allyn's Point, the freight-steamer landing and terminus of a branch of the New England Rd. There were built several steamers for the government during the Civil War. Above here a series of jetties confine the water and deepen the channel, which will permit boats of considerable draft to ascend to Norwich. At Mohegan we are near the dwelling place of a few descendants of the powerful Connecticut tribe of Mohegans, the traces of whose hill-fortress, once commanded by Uncas (see below) is only a short distance inland. Factories now begin to appear on both sides of the steeply embanked river, and presently we run into the Union station at Norwich.

Norwich is an interesting and picturesque old city, at the head of the Thames River, where the Yantic and Quinnebaug Rivers come down deep gorges on each side of the hills covered by the town. The Union railway station is at the extreme point of the city, near the steamboat wharves, and connected with the center of the city by electric cars; the Norwich & Worcester station (Ferry Street) is above, on the east side, close to the center. Passengers from Worcester should alight at Ferry Street for the city, but go on to the Union station for railway connections.

The narrow and irregular streets, accommodating themselves to the hills and vales, are closely built up; and near at hand are the combined Court House and City Hall (with memorial tablets

to dead soldiers), which cost \$350,000, twenty-five years ago; the Otis Free Library (25,000 volumes), the new Masonic Temple, several churches and the handsome opera house, and the hotels and business houses. Electric cars radiate from this center to the Union station and down the river to Thamesville, east to Laurel Hill and the Fair grounds, north through Greenville to Taftville, and west through Norwichtown to Yantic. The steamer *Gypsy* runs twice daily to New London and all the summer beaches at the mouth of the river.

The principal streets are Washington and Broadway—each a magnificent avenue of elms leading northwest and bordered by fine estates and old houses, one of which (the Lee house) goes back to 1780; its present occupant possesses a notable cabinet of Colonial and other curiosities. This town dates from 1659, was of great local importance as a port in Revolutionary times, and has furnished many men of account to the country. It was also the scene of much interesting colonial and Indian history which centers about the Parade—an open park at the head of Broadway. A quaint little enclosure near by, on Sachem Street, is the royal burying-ground of the Mohegans, long antedating the coming of the whites, and now marked by a granite obelisk over the grave of Uncas, the foundation of which was laid by President Andrew Jackson.

*Uncas*, originally a Pequod revolting against Sassacus, was made head chief of the Mohegans, and was a man of great sagacity and power, though a thorough savage to the last. He was a firm ally of the English in their struggles with the Pequods and Narragansetts, and fought at last a decisive battle on Sachem's Plain, north of Greenville (electric cars to Taftville), where the Narragansetts were treacherously surprised at a parley, conquered with vast carnage, and their head chief, Miantonomoh, was captured. He was delivered to the Mohegans by the English, killed by Uncas, and buried on the battlefield, where a monument now marks his grave.

Facing the Parade, besides several handsome churches and residences, are the notable buildings of the Norwich Free Academy (whose new Manual Training School is seen in the rear), and the Slater Memorial.

*The Academy*, founded in 1856, has progressed into one of the foremost institutions of its kind. It has now about 275 pupils, and has attached to it Normal, Manual Training and Art departments.

*The Slater Memorial* is a beautiful building erected in 1886 by Wm. A. Slater to the memory of his father, which is partly a public museum and partly an art and library adjunct to the Academy. It contains a public lecture room of fine proportions, halls devoted to art and artisan-art study, the Peck Library (founded by Mrs. Harriet Peck Williams), where about 10,000 volumes are housed in one of the most beautiful library rooms in the country, and a large hall filled with plaster casts, drawings and photographs of the finest ancient art, especially thus far in sculpture. This unusual and instructive collection is open to the public daily.

A very interesting excursion is up the Yantic Valley (electric cars), passing the beautiful cemetery, and the great Hospital—a gift to the people, in 1893, by the late Wm. W. Backus and Wm. A. Slater, amounting in value to \$500,000, and embodying every modern idea in respect to such institutions. Beyond are the lovely lanes of Norwichtown and the prettily situated milling village of Yantic.

*Manufacturing* is extensive at Norwich and its surrounding villages. The list of articles made here includes a great variety of cotton and woolen goods, ribbons, ropes, twines, paper, guns and pistols, files, cutlery, stoves, furnaces and steam heaters, machinery and castings, printing presses, water wheels, nickel and brass goods, leather belting, corks, and a wide range of miscellaneous manufactures. Some of these factories, like the cotton and paper mills, are among the largest of their kind in the country, and their products have a world-wide reputation.

From Norwich to Worcester the railway follows up the valley of the Quinnebaug through the suburban manufacturing villages of Greenville, Taftville (where the powerful Shetucket River comes into the Quinnebaug), and Jewett City. In these towns are some of the largest cloth-making and printing mills and paper mills in New England. At Plainfield the Providence-Hartford line of the New England Rd. is crossed, and then follow Wauregan, Danielson, Dayville and Putnam.

This region (Windham County) is full of natural beauty, being hilly, rocky and beset with rapid streams and ponds, most of which have Indian names and are identified with legends or stirring incidents in Colonial history. The county seat is Brooklyn, an attractive village reached by daily stages from Danielson (5 miles); and here dwelt, as a farmer, Israel Putnam, who left his plow in the field at the call to arms in 1776, and hastened to join the patriot army, in which he soon became a general officer. He retired here in old age and was buried near the village. All of the towns mentioned above, and several other villages, are

situated upon water-power rivers, and support factories of cotton and woolen cloth, in some cases very large and widely known, besides shoe factories, machine shops, etc. *Putnam* is the crossing-place of the Air Line (Route 7). At the milling town of *Webster*, Mass., a branch road strikes west, 11 miles, to *Southbridge*, Mass., a growing town with varied manufactures; this branch continues eastward from Webster to East Thompson. From Webster a branch of the Boston & Albany Rd. runs north, west of French River, to connect with that road's main line (Route 8) at Webster Junction. Continuing northward, Oxford, in the midst of a cluster of factory towns along French River, and Auburn are passed, and Worcester is entered at the Great Union station. For Worcester, see Route 8.

#### Route 6.—Shore Line to Boston.

**6.** This all-rail route of the New York, New Haven & Hartford Rd. is that which follows the shores of Long Island Sound and Narragansett Bay to Providence, R. I., and thence strikes a straight line for Boston.

The New York, New Haven & Hartford Rd. is one of the oldest railroad corporations in New England, and has its headquarters in New Haven, Conn. Until recently it extended only slightly beyond the State of Connecticut, where it possessed the principal gateway of traffic between New England, New York and the South; but it has recently built, purchased and leased lines until it now not only owns or controls nearly all the railways in Connecticut and Rhode Island, but extends up the Connecticut Valley to the border of Vermont, reaches Fitchburg and Lowell in Northern Massachusetts, and, through possession of the Old Colony Rd., operates all the railways of Southeastern Massachusetts, and all the larger lines of Sound steamers except the Norwich Line. Its station in New York is in the Forty-second Street front of the Grand Central Depot, and its trains use the Fourth Avenue tunnel jointly with those of the New York Central & Hudson River Rd. It has everywhere a good track and on its principal lines a superb equipment and service.

**The Shore Line** is the main line of the New York, New Haven & Hartford Rd. as far as New Haven. Leaving New York City at Mt. Vernon, it runs northeast through the pretty suburban districts of Westchester County, N. Y., to Portchester, where the crossing of a little river places the train in the State of Connecticut. The track here lies as close to the shore of Long Island Sound as circumstances permit. This shore is rocky, reaches out

into graceful points and peninsulas, occupied for the most part by the seashore homes of wealthy New Yorkers and occasionally by semi-private hotels, as at Larchmont, Mamaroneck and Greenwich, and is indented with narrow inlets most picturesquely framed by rocks, salt meadows, scattered woodlands and cultivated grounds and cottages. Greenwich (Indian Harbor and Finch's Island) Cos Cob, Riverside and Sound Beach (a shore resort) are picturesque villages before reaching Stamford. The extensive and costly retaining walls, double stations, four-track bridges and other permanent improvements of this part of the line merit attention, especially from engineers.

*Stamford* is a large, irregular, commonplace town of great age, having varied manufactures and some commerce and interior trade. Some fine old estates border the shore and extend into Greenwich, where the shore road forms a delightful drive. The Ferguson Library has a building of its own and about 9,000 volumes.

*A branch railroad* extends north, 12 miles, to the farming town of New Canaan; a daily steamboat runs to and from New York (Peck slip); a stage runs daily via Long Ridge to Pound Ridge, N. Y.; and an electric railway occupies the principal streets.

**East of Stamford** the road passes through a country of old, grassy fields separated by ancient stone walls, along which the trees have grown tall, and frequent glimpses of the Sound are obtained. Noroton River, where great numbers of oysters are cultivated, is crossed just in advance of that station; and then follows Darien, whose shore-front is a favorite local resort, and is connected with Norwalk by electric cars. Large patches of woods and extensive pasture fields are passed, interrupted every few moments by village centers, showing that suburban residence and the sea-shore industries have superseded farming in this rocky region. A northward bend at the small oyster-planting station of Rowayton carries the line to

**Norwalk.** Here is a triple community, around the estuary of the Norwalk River—*South Norwalk*, where the trains stop, which is the port; *East Norwalk*, on the eastern side of the river, and “Old” *Norwalk*, a mile or more above. Electric cars connect these places and run westward along the shore road (the old Boston post-road) to Noroton Landing, and eastward to Saugatuck

and Westport, both very pleasant routes. South Norwalk was formerly a thriving seaport and ship-building place, important enough to be attacked and burned by the Hessia-British in 1779. Later it became the leader in the gathering and cultivation of oysters, the original "saddle rocks" coming from one of its islands. The oyster industry is still large, thousands of acres of harbor-bottom being covered with the growing bivalves, which are planted, raked and gathered by a large fleet of steamers. The foremost industry, however, is the making of fur hats, in which fifteen establishments, employing 1,500 hands, are engaged. Besides these a score or more lesser factories are active in other directions, especially in making Yale locks. The total population of the three places is about 20,000.

*Commodious steamboats* run daily between South Norwalk and New York, and thrice a week to and from Huntington, Long Island. Small harbor steamers carry passengers to Dorlon's and Robin's Points, and to several islands near by—local shore resorts at the mouth of the harbor; and a flourishing yacht club, with a good house, stimulates interest in aquatic amusements.

**Old Norwalk**, irregularly covering the hills at the head of the estuary, dates back to 1640, and is one of the most picturesque and delightful of Connecticut towns. It has all the modern accessories, however, and is constantly growing, for it is a favorite suburban residence for New York merchants, several of whom have built palatial residences, of which that of the late Le Grand Lockwood is conspicuous from all passing trains.

The fine old Green in Norwalk is full of historical associations. Washington, Franklin, Lafayette were frequent visitors to the old inn that faced it. An old-fashioned house beside it is still (1896) the home of a daughter of Hezekiah Betts, a Revolutionary officer who built it. In this town were born Thomas Fitch, the steamboat inventor (buried here), U. S. Senators Thaddeus Betts and O. S. Ferry, the parents of Senator and General Sherman, and many persons of more local renown.

A railroad (Berkshire Division) branches northward from South Norwalk station to Danbury, Litchfield and Berkshire, forming Route 14 (which see), and through cars are run to and from New York over this division on many trains.

*East of South Norwalk* a wild, beautiful wooded country stretches as far as the dual station for the quaint seaside towns of *Westport* and *Saugatuck* along the banks of the tidal estuary of Saugatuck River; and here you may look out upon the Sound

and view one of the loveliest landscapes in the country. Indeed the present writer is of the opinion that no railroad journey of its length equals in picturesque and varied beauty and interest this trip by the Shore Line from New York to New London. Greens Farms and Southport are charming shore villages, through which runs the old Boston post-road; but the highest beauty of this ancient highway, now in many places an avenue of elegant country homes and great villas, is found in "Old" Fairfield, a beautifully shaded and wealthy village identified with the earliest history and best traditions of this coast. It would be well worth a brief stoppage on the part of the tourist, and can be reached by an electric road from Bridgeport, the next important station.

**Bridgeport** is now the third city in size in Connecticut, and of great manufacturing importance and commercial activity. The town is compact and half encircles a capacious harbor about which are many wharves and factories.

The principal manufactures are of objects of metal. The Wheeler & Wilson and Howe Sewing Machine companies have their factories here; and an extensive rifle, shot-gun, pistol and cartridge-making concern ships its goods to sportsmen and soldiers all over the world. Extensive iron and brass foundries, machine shops, hardware factories, corset-shops, weavers of pluses and velvets, and various other industries employ the services of a population made up very largely of foreigners, and leaving little New England flavor in the town. Few of the streets will repay a ramble. The finest building is the new Fairfield County Court House, on Golden Hill Street, near Main. Seaside Park, however, should not be missed, and the street car ride thither shows the best and newest residences.

*Seaside Park* is a large tract on the shore of the Sound, whose waves dash against a sea-wall when the tide is high; but at low tide expose a gravelly beach where children go to gather shells. A large part of the park is shaded by trees, and here stands the costly Soldiers' and Sailors' Monument—a temple-like pedestal of granite, enclosing a granite figure of War, surmounted by a bronze Victory, holding a laurel wreath and flanked by heroic bronze figures of a soldier and a sailor. This excellent monument is from the designs of M. H. Mossman. Further down the shore, where a large open lawn serves as a public playground, is a bronze statue of Elias Howe, inventor of the sewing machine;



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and still farther Thomas Ball's fine sitting statue of P. T. Barnum. This is mounted upon a handsome pedestal bearing delicate bas reliefs of bronze typifying Mr. Barnum's beneficence, especially toward this town, his home, during his long life.

*Barnum's circus* was a Bridgeport institution, and P. T. Barnum one of its most successful and honored citizens. The circus maintains here yet its winter quarters (near the railway west of the city), and forms one of the local sights of interest during the cold weather.

Steamboats run to New York daily from the railway station, landing at Market St.; and to certain local shore resorts, of which the principal one is Black Rock, at the eastern entrance to the harbor, where various amusements are offered.

Electric cars run north out North Avenue to Mt. Grove and Park cemeteries; out Noble Street to Beardsley Park; westward to Black Rock, Fairfield and Southport—a lovely summer ride, whence it is only a pleasant walk to Westport and the electric cars into Norwalk; and eastward to Stratford.

A railway (Berkshire Division N. Y., N. H. & H. Rd.) goes north from the Union station, connecting at Botsford with a branch to Birmingham and Derby, and at Hawleyville with the New England Rd. (Route 16) and the Shepaug Rd. to Litchfield, opening all the northwestern part of the state to direct communication with this town. The Naugatuck Division also originates here, passing north to Waterbury, etc., via Naugatuck Junction. (See Route 13.)

East of Bridgeport the first station is that for venerable Stratford, on the hither bank of the Housatonic. This quaint old place, founded in 1639, and shaded with avenues of elms, is now disturbed by electric cars connecting it with Bridgeport. Having crossed the Housatonic (the highway bridge is half a mile below), the track of the Naugatuck (Division) Rd. is seen branching north, but the main line keeps straight on to another ancient settlement, Milford, now a large and beautiful village, whose shoe factories have not been permitted to spoil it. One catches sight of the pretty river and old-time Green, before the meeting-house, on the left, after the station has been passed; while on the right is seen an architectural gem of a stone bridge spanning a cataract. In the ancient graveyard, further on, rest the bones of the forefathers of the New Haven colony, some graves being more than 200 years

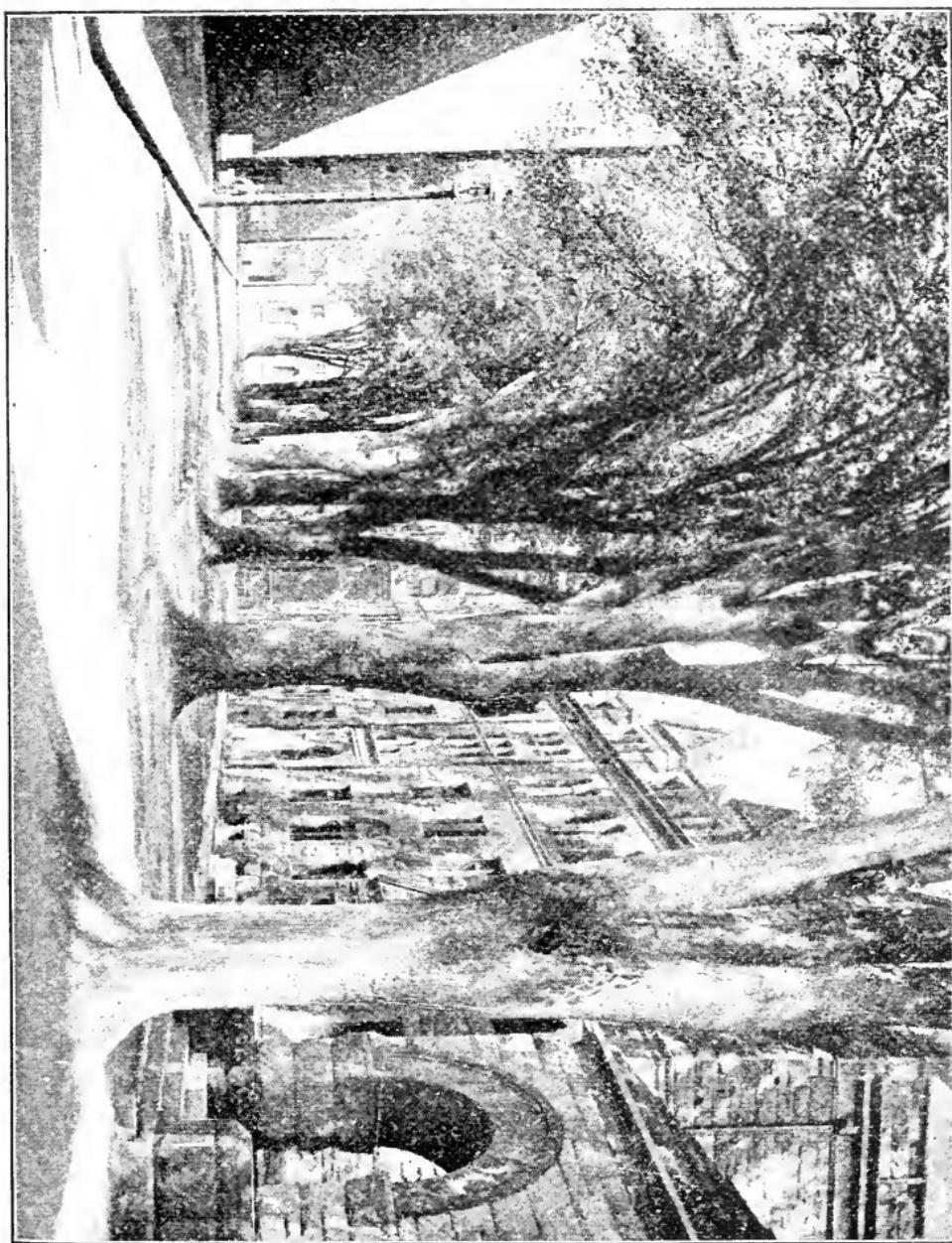
old; and among them is a monument over the bodies of forty-six patriot soldiers who died of exhaustion, out of a body of 200 captives set ashore here from British prison-ships at the close of the Revolutionary War. Milford is becoming more and more a country residence for New Yorkers in summer. A few miles beyond is Woodmont, terminus of the New Haven electric railway, on an attractive shore; then the elm-hidden streets of West Haven are passed, the train crosses the broad salt meadows of West River, showing the towering bulk of West Rock on the left, and the bridges leading to Savin Rock and West Haven on the right, passes the extensive repair shops of the railroad company, and stops in front of the great Union station on the margin of the noble harbor of New Haven.

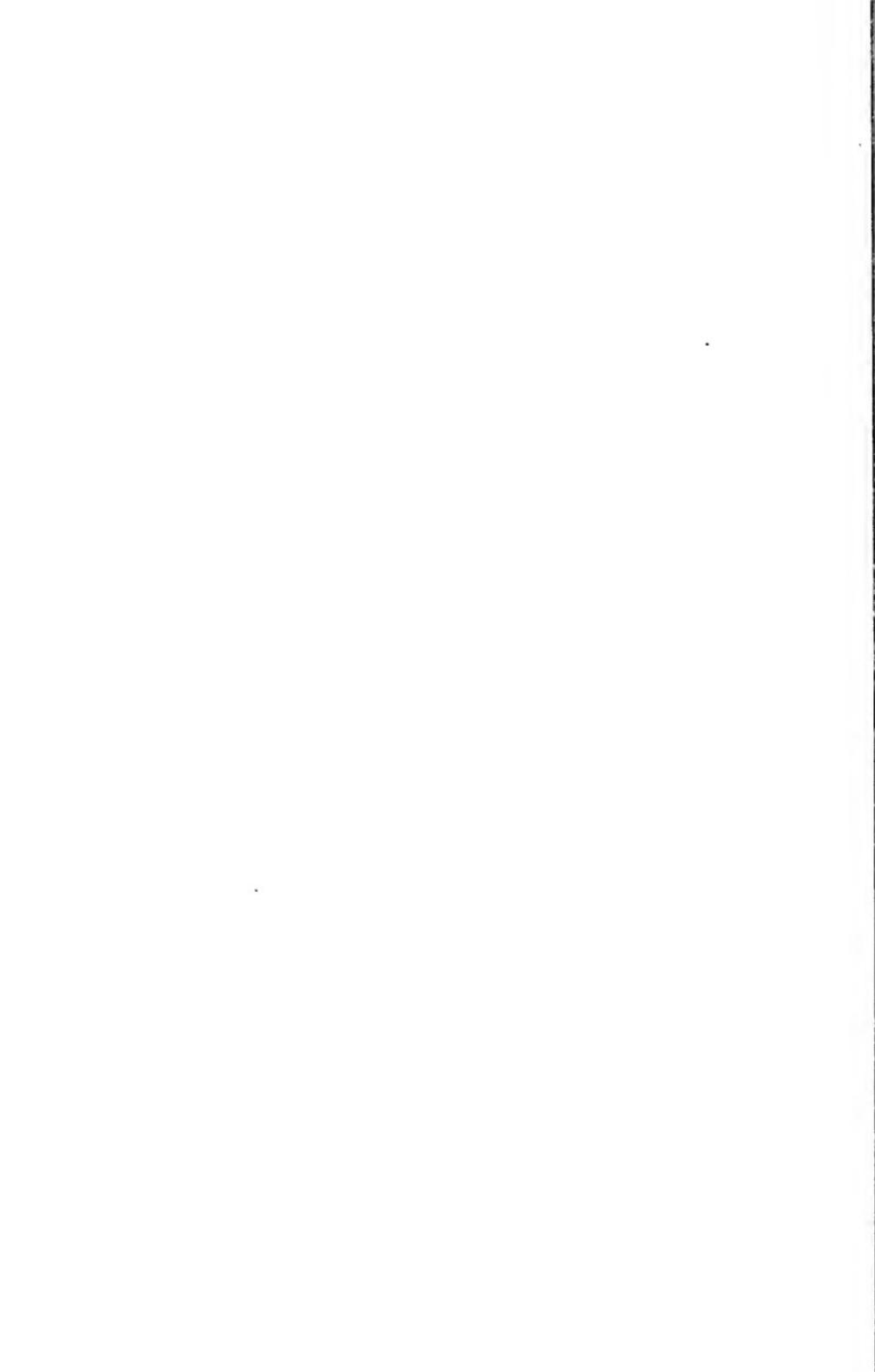
### THE CITY OF NEW HAVEN.

**New Haven** is the largest city in Connecticut, and the census of 1900 will probably give it third place in all New England, with something over 100,000 population. It is advantageously situated at the head of one of the best harbors on Long Island Sound. Into this flow three rivers—West River, Mill River and the Quinnipiac—which are navigable for a short distance upward, and thus add to the convenience of the harbor.

The city occupies a level, sandy plain, extending back to the range of abrupt volcanic elevations, the most prominent of which are East and West Rocks, dominating the local scenery. On the shore of this plain there was planted in 1637 a Puritan colony, whose members laid out a "city" of nine squares (about a mile square), enclosing the Green. The colony prospered, and in 1665 united with the "Connecticut River" colony into a single administration, New Haven and Hartford to serve as alternate capitals—an arrangement which lasted until recent times. The superior position of New Haven, with respect to maritime industries, gave her a constant advantage in numbers, and for many years, both preceding and following the Revolution, she was one of the principal ports of the country, especially in the formerly highly important West India trade; and it was the demand of that market in particular which developed the carriage-building industry which made this town pre-eminent in that direction half a century ago. Latterly foreign commerce has dwindled, and the carriage-making has given way to other manufactures; but by means of numerous railroads and steamboats, varied industries, large trading, and the social and educational advantages offered,

NEW HAVEN, CONN.—Campus Yale College.





New Haven prospers and increases steadily. It is the seat of Yale College, and one of the most historic and beautiful of American cities. The traveler who does not spend at least a few hours beneath its elm-arches has omitted an important part of a New England tour.

*The Union Station* is on the shore of the bay and commands a view of the water (the steamboat wharves are a quarter of a mile lower down). Electric cars run from the station to the Green, or to Chapel Street, and transfer to all parts of the city. Hacks are numerous—ordinary fare, 50 cents. It is scarcely ten minutes' walk, however, by either street to the Green or any hotel. Following Meadow Street (shortest), which leads straight away from the rear of the station, you pass the great yellow Headquarters Building of the New York, New Haven & Hartford Rd. Co., and presently come out upon the busy line of Church street, and turn to the right to the postoffice and Green. The street to the right from the rear of the station will lead you to the wholesale quarter, banks, etc., on State street, and then, by the left, along Chapel Street to the Green.

*The New Haven Green* is beyond comparison with anything but Boston's Common for spaciousness and beauty. Century-old elms border its lawns, and form across it a double line of magnificent trees whose intermingled branches arch overhead for half a mile or more, giving a double significance to its name—Temple Street; and this is only one of so many embowered or well-shaded avenues and parks that the town is known everywhere as the "Elm City"—the city of elms, par excellence, in a land of elms. About this Green the city centers, and here street car lines and stages come and go to every quarter of the city and suburbs. Chapel Street, the principal business thoroughfare, running northwest and southeast, passes along the side of the Green and has upon it the principal hotels, opera house and stores. Church Street, at right angles, borders the foot of the Green, and has the grand City Hall and County Court House. Elm Street, on the east side, presents several fine old mansions and some churches and college buildings. Temple Street, crossing in front of the old churches, divides the Upper from the Lower Green; and College Street, along the northern margin, separates the Green from the campus of Yale University.

*The three churches* on the Green demand mention. All were built about 1814. That in the middle, still called Center Church, is the successor of the original Congregational meeting-house erected by the first colonists in 1638. The whole area back of it became a crowded burial ground, which remained until 1821, when it was leveled and the stones removed to the Grove Street cemetery, except a few very near the church, whose tablets can be read by the wayfarer. In the crypts beneath the church still lie bones of many of the fathers of the colony. The North (or United) Church, standing next east of it, is the house of another early Congregational society, while the Gothic Trinity, built of imported brick, is the earliest Episcopal church of the city. All are admirable examples, without and within, of the ecclesiastical architecture of their time; but Trinity has been enlarged and beautified by windows of great artistic merit. The Green formerly contained a great variety of public and semi-public buildings, such as markets, etc., and a whipping-post, now represented by the bulletin-post for legal notices, near the southwest corner. The last building to be removed was the old State House, which was an accurate copy of the Greek Theseum, and figured largely in local photographs.

Yale University is the next object of local interest. Chartered and begun at Saybrook by the Rev. Abraham Pierson in 1701, it was moved to New Haven in 1716, re-named Yale College in 1718, in honor of a benefactor in London, Elihu Yale (whence the cant-term "Old Eli"), and steadily expanded until created a university in 1887. The demolition of some old buildings and the erection of several new ones have greatly changed the appearance of the grounds during the past ten years, and to a great extent have temporarily destroyed the beauty of the campus, obliterating, among other things, the historic Fence (formerly about the corner of Chapel and College Streets—see painting in the gymnasium vestibule) and the trees beneath which the students were wont to hold their class-day exercises.

The entrance to Yale is through the arch beneath the great tower on College Street connecting Lawrence and Farnam Halls (dormitories). This admits one to the quadrangle, within which are the remnants of the "old brick row" that until recently constituted the College. South, North-Middle and North Colleges have been swept away. South-Middle is now the oldest relic, dating from 1751; the old Chapel (with the belfry) was built in 1824. Turning to the right, past Lawrence Hall, we come, at the corner, to the entrance of the new College church, Battell Chapel,

whose interior is worth a glance. Next, along the Elm Street side of the campus, is Durfee Hall, in front of which is The Fence, a substitute for the old one, and the meeting place of students for gossip and singing. At the next corner, with its back to High Street, stands Alumni Hall, its entrance flanked by octagonal towers—a building used for college examinations and for social assemblies, class-day dances, banquets, etc.; here are many portraits, some by eminent artists. Dwight Hall comes next, on the left—a handsome new building devoted to the College Y. M. C. A., with reading-rooms, etc. Just beyond its cool porch stands Launt Thompson's (1874) sympathetic bronze statue of Abraham Pierson, first rector of Yale (1701-8). The next buildings, connected and half-covered with class ivies, is the group of College Libraries. Facing them—that at the right is the Linonian & Brothers Library, formed and sustained by the oldest of the collegiate societies, and containing popular literature and belles lettres; the next adjoining building is the former College Library—now used for storage; and at the left is the fine modern home of the College Library, which now contains nearly 200,000 volumes. This building was the gift, in 1888, of the Hon. S. B. Chittenden, and its arrangements are after the most modern and approved models. Especially interesting is the great semi-circular Reading-Room, elaborately adorned with carvings in stone and wood, and lighted by a large stained-glass window (memorial to Mary Harpswell), by Louis C. Tiffany.

In front of the Library is a small building, erected in 1831 to house the Trumbull gallery (see below), and beneath which he is buried. Later it was used as the College Museum, and is now the office of the Treasurer. Near it is a great bronze seated statue, by Prof. Jno. F. Weir, of President Theo. Dwight Woolsey; and beyond it, and at the new Library, is the bronze statue, also by Jno. F. Weir, 1884, of Prof. Benjamin Silliman, the great physicist, whose experiments, made with those of S. F. B. Morse, in the small laboratory on the campus (now gone), produced the electric telegraph. The Art Building is the last of this row, and has its entrance from Chapel Street. The lower floors are devoted to instruction; but above there is the **Art Gallery** (open daily—admission, 25 cents), which contains a very notable collection of paintings, statuary and casts.

The Paintings include the Jarves Gallery of Italian Art, from the eleventh to the seventeenth centuries, of which a catalogue and manual are for sale by the janitor. Among the best-known painters represented are Raphael ("The Madonna Supporting the Dead Christ"—his earliest known work); Cimabue (1240-1300); Giotto, Orcagna, Gaddi, Aretino, Masaccio, Dello Delli, Sans di Pietro, Giovanni di Paolo, Fra Fillippo Lippi Perugino, Botticelli, Fra Bartolomeo, Andrea del Sarto, Paolo Veronese, Guido Reni, Domenichino, Albert Durer, Holbein (portrait of Charles V), and Breughel. The "Trumbull Gallery" is another collection, consisting of many paintings by Col. John Trumbull, youngest son of Gov. Jno. Trumbull, whose large historical canvasses in the rotunda of the Capitol at Washington, and at Hartford, are well known. The Ehrich Gallery of Dutch and Flemish art, many sketches by old masters, marbles, casts, wood-carvings, etc., and a large changeable collection of good modern paintings, partly owned and partly loaned to the school, complete this valuable and always interesting gallery.

The immense and costly *Vanderbilt Hall* (dormitories) and *Osborn Hall*, a showy building used for recitations, on the corner of Chapel and College streets, complete the quadrangle.

Outside of the campus, College buildings exist in neighboring streets, the Kent Chemical and Sloane Physical Laboratories in the rear of the Library; the Peabody Museum; the Theological School at Elm and College streets; the Medical School on York street; Welch Hall, a dormitory on High street; the magnificent *Gymnasium* (which should be visited) at Elm and High streets; the Sheffield Scientific School, at Grove and Prospect streets, and others. Of these the only one interesting enough to be entered by the casual visitor is the **Peabody Museum**, which is the College Museum, and is in the large building behind Alumni Hall, at Elm and High streets.

This museum, having four exhibition floors and many lecture and working rooms, contains the minerals collected by Professor Silliman, the late Professor James D. Dana (whose lecture-room is near), and other distinguished mineralogists, forming a glittering and precious array on the ground floor. The second floor holds extensive collections in geology and paleontology. These are the result of the remarkable far-western explorations by Professor O. C. Marsh, and the types of his great discoveries in the quadrupeds, reptiles and birds of this continent, extinct since the middle geological periods; only the National Museum in

Washington equals this museum in this department. Another floor is devoted to modern animal life, making a useful working exhibit and a fine show of animals of every sort, among which the most noticeable are Emerton's paper models of cuttlefishes, and the exquisitely mounted shells of the Atlantic coast mollusks. The top floor is devoted to ethnological collections, largely illustrating the life and works of the American Indians, and of great interest and value. This museum has profited greatly by the close association of its managers with the United States government, and is regarded by naturalists as one of the most valuable in the world.

**Excursions** in and about New Haven may be made in almost any direction with delight. A highly pleasant walk of about two miles would be to go out College street (where almost every other house has some literary tradition) to the **Grove Street Cemetery**. Passing within its massive Egyptian portal you are in a City of the Dead, where rest more men and women famous for intellectual attainments, at least, than any other in America, while many of the monuments are of artistic excellence. (See an illustrated article in the Connecticut Quarterly, Vol. II., No. 3.)

It was set apart in 1796, and the headstones were later moved from the ancient settlers' burial ground on the Green and set up against the wall at one end. Cedar avenue passes between the graves of distinguished men. Here, or elsewhere in the cemetery, rest the bodies of most of the early public men of this region, and the most famous presidents and professors of Yale College, such as Timothy Dwight (grandson of Jonathan Edwards); Roger Sherman, a signer of the Declaration of Independence and famed for political wisdom; Eli Whitney, inventor of the cotton gin; Jehudi Ahmun, the "Washington" of Liberia; David Humphreys, Washington's aid-de-camp; Olmsted, the astronomer; Benjamin Silliman, and his wife—a daughter of "Brother Jonathan" Trumbull, Connecticut's war-governor during the Revolution (see Lebanon); Jedidiah Morse, the "father of American geography," and his son, S. F. B. Morse, inventor of the telegraph; J. D. Dana, the great naturalist; Theodore Winthrop, the soldier-author; Lyman Beecher, father of Henry Ward Beecher, Mrs. Stowe, and the others; Noah Webster,

whose first dictionary was made near by; the theologians Taylor, Clap, Porter, Fisher, Woolsey, Bacon, and others; Elbridge Gerry, vice-president of the United States; General Terry and Admiral Foote, leaders in the Civil War; W. D. Whitney, the philologist, and many another known to fame. Withal, it is one of the most tasteful and pleasant burial grounds in the country.

Across the street are the buildings of the Sheffield Scientific School. Passing by them, down Grove street, one comes to Hillhouse avenue, and turns to the left.

*Hillhouse avenue* is a broad, shady park-like street, without an equal in New England. At its foot, on the right, is the Cloister, a college club-house. In the large grounds on the left is the former home of the late J. E. Sheffield, founder of the Sheffield Scientific School; it is now occupied by the laboratories of the biological department. Just beyond these grounds and the Roman Catholic church, the railroad to Northampton (Route 11) occupies the sunken defile of an old canal—a property in which Mr. Sheffield made a large part of the fortune he expended here upon its bank. Further on is a row of large, crowded houses, including the residence of the President of the University, the home of the Sillimans and others of note; and at the top are the high park-grounds of the Hillhouse estate—the heirloom of a family that has been foremost in the history of the state for a century.

Turning to the left on Sachem street walk one block to *Prospect street*, at the southwest corner of which lived the late D. C. Eaton, an eminent botanist who made a specialty of ferns, and near by still dwells the novelist, William De Forest. Turn here and follow Prospect street up the slope until it overlooks the broad Hampden Plains—a battlefield of the Revolution (New Haven was plundered and partly burnt in 1779), now covered with small houses—and Pine and West Rocks. The striking square brownstone house here, with the arched side window and extensive grounds, is the home of Professor O. C. Marsh, the geologist. In the valley below is seen the great factory of the Winchester Arms company. This road would lead pleasantly on (one and one-half miles) past the City Water Reservoir and around to Lake Whitney, but it will be well to turn to the right beyond the conspicuous Observatory of Yale College and go down

the hillside to Whitney avenue, where electric cars will take you out to Lake Whitney and East Rock Park, or you can walk back to the Green, via Whitney avenue and Temple street.

**Lake Whitney** (electric cars) is a beautiful reservoir winding far back among the hills, and a favorite resort for boating and skating. The walk around it to East Rock and State street is often taken.

**East Rock Park**, covering the great cliff-faced uplift of trap-rock, 400 feet in altitude, and having Mill River and Lake Whitney at its base, is one of the most sightly public properties in existence. It is reached by the Whitney avenue or State street cars, or by stages from the Green out Orange street. It has been left in its natural ruggedness to a great extent, but perfect roads wind up its slopes to the top, where, at the lofty shaft of the Soldiers' Monument, the whole city and harbor, and a wide range of distant uplands, are spread before the gaze.

**West Rock Park** is a similar uplift of volcanic rock, wilder and communicating by country roads with Pine Rock, Wintergreen Lake and other interesting spots. At its foot flows West River, and near it is the old village Westville. Westward from this village leads the Edgewood Road, a delightful, high-lying drive, named in compliment to Donald G. Mitchell ("Ik Marvel"), whose estate "Edgewood" lies upon it. Electric cars reach all these points. Judges' Cave, on the further slope of West Rock, is a hollow among the rocks, marked by a bronze tablet, where two of the "regicides" were hidden.

Three of the officers of Cromwell's army—Goffe, Whalley and Dixwell, who condemned Charles I. of England to death, fled to America and finally came here. When Charles II. sent emissaries to arrest them, in 1661, Goffe and Whalley were hidden here for some time, sleeping in this rock-shelter, while Dixwell was concealed elsewhere. They remained in Hadley, Mass., and elsewhere for several years, but ultimately returned to New Haven, and all were buried in the old cemetery, where a monument in the rear of Center church still marks Dixwell's grave.

**Savin Rock** is the principal local sea-side resort, and is reached by electric cars through the pleasant old streets of West Haven. It lies along the beach of the Sound, and is the leading Shore-resort of Connecticut, having large and excellent hotels,

many private cottages, some of which are costly and handsome, and a great number of orderly amusement places, eating-houses, bathing arrangements, etc., which attract residents and excursions from a long distance.

*The harbor* affords excellent yachting (several clubs), boating (the Yale and other rowing and canoeing clubs) and fishing. On the eastern shore a fine road and an electric car line extends down to Morris Cove (a popular boarding and picnicking place), and to the light house, passing through Fair Haven, at the mouth of the Quinnipiac River, which is the oldest and now the foremost place on the Sound for the cultivation, packing and shipping of oysters.

*Lake Sissonstall*, a favorite excursion point for picnics, ten miles east, is reached by electric cars, and is the scene of college boat-races. Yale Field—the athletic grounds of the University, where ball-games, etc., are played, is a mile and a half out Chapel street, and reached by electric cars. Another very pleasant trip is that by electric cars to Centreville, five miles north, returning by a different route. Stages run tri-weekly to stations on the Naugatuck River and Railroad as far as Waterbury. It is hard to go amiss in any direction if one is looking for a pleasant walk or ride about New Haven.

*Manufactures* in New Haven are extensive and varied. The making of fine carriages is still a large business; tools and hardware making come next, the Sargent works being able to employ 1,500 hands. The Winchester Arms company, makers of the celebrated rifles and other firearms, have great factories at the foot of Prospect Hill. Woollen mills, machine shops, car-building, ship and boat-building, printing on a large scale, piano and organ making, bird-cages, paper boxes and many other industries, flourish and steadily advance the city.

*Two steamboat lines* connect this city with New York; the New Haven Steamboat running two large fast boats a day (10:30 a. m. and 12 midnight) to Peck Slip, E. R., New York; and the Starin Line running one boat (free stages from Green) at 11 p. m. to Courtlandt street, North River.

**Railroads** diverge from New Haven thus:

1. West, by the Shore Line. See above.

2. West, to Ansonia and Derby. This is a pleasant road, ten miles long, reaching Route 13, at Derby Junction, which until recently was a wholly independent and completely officered railway, and a source of much amusement among the railway men of New England. It is now a part of "Consolidated" system, and its trains leave from the Union Depot.

3. North, to Northampton, Mass.—Route 11.
4. North, to Springfield—Route 8.
5. Northeast, to Boston (Air Line)—Route 7.
6. East, by the Shore Line. See below.

**East from New Haven** the train passes out of the city through a sunken way, emerging at Cedar Hill, where a good view is given of East Rock (park) and its soldiers' monument. It then races across the meadows of the Quinnipiac River, with the hills of Mt. Carmel in the distance on the left and the bridges and wharves of Fairhaven on the right, whence it passes through a long rock-cut and tunnel, and out into the woods of East Haven and Branford.

East Haven is a pretty old shore town, with a quaint old church. Branford is larger, and a popular summer resort, having seaside hotels at Short Beach, Double Beach, Branford Point and Indian Neck.

*The Branford Library* is a remarkable institution in a new and striking building, designed by Beman, and costing \$300,000. "It stands on a fine site in the center of the town, and the classical beauty of its noble outlines forms a beautiful contrast to the velvety verdure of its summer surroundings. The architecture is Grecian, save for its Renaissance dome; the exterior of the building is of white Tennessee marble, while the interior is in pink and gray marble from the same state. A broad and imposing flight of steps leads to the entrance, where bronze doors of great beauty of design open upon a vestibule, which discloses the noble rotunda." This is the finest edifice of its kind in Connecticut, and perhaps in the whole country, and was erected by a descendant of the Blackstone family (see Providence), T. B. Blackstone, President of the Chicago and Alton Rd., as a memorial of his father. The dome is decorated, interiorly, with allegorical designs, in color, by O. D. Grover, of Chicago. Presented to the town only in 1892, it has not yet many books, but is provided with large funds for their purchase.

Pine Orchard and Stony Creek (quarries) are near by, east-

ward, and have small hotels and boarding-houses of local repute.

The *Thimble Islands* are a group of dozens of small islets and isolated rocks, most of which are occupied by single cottages, though Money and one or two other islands have small hotels and groups of inhabitants, who amuse themselves principally in boating and fishing. This intricate archipelago abounds in legends of Captain Kidd, and yields large and delicious oysters. A projecting part of the shore opposite is a bold promontory called Sachem's Head, where formerly stood a large shore hotel.

Just east of Sachem's Head, behind the marshy estuaries of East and West Rivers, is the ancient town of *Guilford*—a lovely example of a colonial village and notable to literary men as the birthplace and home in old age of the poet, Fitz-Greene Halleck (1790-1867); there is a good inn in the village and a small summer resort upon the neighboring shore. Next follow two small towns, Madison and Clinton. The latter was the site of the beginning of Yale College (marked by a monument), and stands on the shore of Hommonasset Harbor, of ancient importance. Stages run north, six miles, to Killingworth, an ancient settlement, and the scene of Longfellow's "Birds of Killingworth;" Westbrook and Saybrook follow,—the latter a small but celebrated village scattered along the western shore of the mouth of the Connecticut River.

The **Connecticut Valley** was the first locality of European settlement in what is now the State of Connecticut, the Dutch (whose explorer, Adrian Block, in 1613, was probably the first white man to enter the mouth of the river) having built a fortified trading post far up the valley. In 1635 the Plymouth English sent settlers into the valley, founding Springfield, Hartford, Wethersfield, etc., to New Haven. The English crown meanwhile had granted the valley to Lords Say-and-Seal and Brook, under whose auspices John Winthrop, son of the Plymouth governor, came out from England with a company of soldiers and settlers, who were instructed to fortify the mouth of the river. They chose a site for a fort on a hill forming the little peninsula now called Saybrook Point, and built a strong work, which was effective in protecting the river against all invasion for 150 years. The Dutch thereupon withdrew, and the English increased and from these bases rapidly extended their colonization of the coast and valley. Saybrook promised to be the chief town, and the site of the old fort, whose guns were still mounted in 1800,

was swept away some twenty-five years ago by the vandalistic Valley Railroad constructors, and nothing now remains there worth noting except the old graveyard, to which Lady Fenwick's body and decayed monument were moved. The shores here are low, marshy and mosquito-haunted; but there is a steamboat landing at the Point, a terminus of the Valley Railroad, and a summer hotel overlooking the broad harbor, in which great numbers of vessels sometimes anchor for shelter against storms. Saybrook village extends from the Point to the station, mainly along a single street, whose great shade trees make it a long green tunnel. It has some interesting old houses, one of which was the home of General William Hart, a Revolutionary officer, who was afterwards the leading owner and colonizer of the "Western Reserve" of Ohio, and into whose family married the two Commodores Hull—Andrew and Isaac—who were natives of this town. The latter was commander of Old Ironsides, and the uncle of Commodore A. H. Foote, distinguished in the Civil War.

The Valley Division of the N. Y., N. H. & H. Rd., runs north from Saybrook shore, and follows the west bank of the river to Haddam, the shire town of Middlesex, opposite which is East Haddam (Champion House, \$2.50, a large brick summer hotel on the river bank), Moodus, and other quaint and ancient villages. Salmon River comes in here, and though no more salmon are caught, this point, fifteen miles from the Sound, is still famous for its shad-fisheries. Some miles above, on the east bank of the river, is Middle Haddam, near Cobalt station on the Air Line (Route). Then Portland appears across the river, and the Valley train enters Middletown. (Route 7). Above that are passed in succession Cromwell, Rocky Hill, or Goff Brook, and Wethersfield (with old Glastonbury opposite), where, in 1636, the first Connecticut legislature met and arranged for the Pequot war. The Webb mansion, near the Congregational church, was used by Washington as his headquarters previous to the Yorktown campaign, and here his highest officers met in councils preparatory to that decisive campaign. The State Prison stands beside the railroad in the northern end of the town, which joins Hartford.

A line of steamboats (Hartford & New York Transportation Co.) plies upon the Connecticut River and Sound between New York and Hartford, leaving each city (in New York, Pier 24, Peck Slip, E. R.; in Hartford, foot of State street) daily, except Sunday, at 4 p. m. These boats are twin-screw steel propellers, with commodious cabins. They call at all the river ports, but do so in the night, affording little opportunity to enjoy the scenery of the river.

The Connecticut River is now crossed, at the head of the

marshes, where the ancient ferry on the Boston postroad preceded the bridge, and the train stops at Lyme station, half a mile north of which is Old Lyme, another one of the earliest settlements, and a picturesque village surrounded by a country full of interest to the rambler and antiquarian. Leaving Lyme, the road trends southward, and passes near Black Hall, the ancient homestead of the Griswolds, of whom one was governor, then skirts the shore, through South and East Lyme to Niantic, a village resorted to in summer for bathing and fishing, especially for blue-fishing, in the wide mouth of Niantic River. This river is crossed into Waterford, a suburb of New London.

New London has a new and ugly, but commodious, railway station at the foot of the main street (State street), and on the edge of the river harbor, where the steamboat landings and ferries are concentrated. From this station State street ascends the hill in a westerly direction to the Court House (one-third mile), and has the best stores, the opera house, leading hotel, etc. The older and longer business street (Bank street) leads off at right angles to the left, curving along the river-front southward; and here are the banks and offices, the maritime stores, the cubical granite Custom House (also Lighthouse and Weather Service headquarters), and some notable old mansions, built by the sea-captains and maritime merchants whose pluck and industry in the past made this one of the famous ports of the world, especially in whaling and arctic exploration. Picturesque wharves border the rear of the eastern side of this street.

*The Soldiers' and Sailors' Monument*, at the junction of Bank and State streets (Bulkeley square), is an obelisk of Westerly granite, in alternately rough and smooth blocks, fifty feet high, surmounted by a figure of Peace, and flanked at the base by conventional figures of a Union soldier and sailor. It stands upon the site of the fortification erected here in 1646 by the earliest settlers, cost about \$20,000, is a gift to the city from the sons of Joseph Lawrence—a prominent citizen of the past,—and was dedicated on May 6, 1896.

Walking up State street past the stores you pass the old Crocker House (hotel), the City Hall and tall-towered fire-station, the First Congregational and First Baptist churches, Library, and reach the head of the street, where it is closed by the quaint white front of the New London County Court House, which was

erected in 1784, and during all its earlier years was the general public building of the town. Huntington street, crossing transversely here, is one of the best residence streets. The Public Library, here, is arranged and decorated in the most approved manner and can accommodate 30,000 volumes. In its porch is Aug. St. Gaudens' portrait-medallion, in bronze, of the late Henry P. Haven, to whose liberality the Library is due. The upper story is occupied by the local Historical Society, which has valuable archives. A five-minutes' walk northward along Huntington street will take one to the "Towne's Antientest Buriall Place," where are many curious old headstones; then walk across westward to the heights of Post Hill for a wide and beautiful view, and return by way of the Park and Broad street, where the new red granite building of the Williams' Memorial School for Girls (founded by Mrs. Harriet P. Williams), and occupying the commanding site of the old Town Common, will attract attention. A less conspicuous but important school is the Bulkeley School, founded as a free academy for boys by Leonard Bulkeley, in 1849. The Winthrop School, one of the public schools, is noteworthy as marking the site of the home-stead of the Winthrops, whose ancestor, John Winthrop, son of Governor Winthrop of Massachusetts, founded the settlement in 1646, and whose family conducted its early affairs and established its commercial importance. In 1896 a celebration of its 250th anniversary by the town caused the revival and publication of many historical reminiscences, including accounts of many quaint structures along the wharves, the Washington Headquarters, the Hampstead house (believed to date from 1678), and the old Town Mill, in East New London (Winthrop's Neck), built by the settlers in 1650 to grind their grain, and still in existence. The place was then called by its Indian name, Nameaug, until 1658, when the Connecticut General Court, by formal resolution, changed it to New London "in memory of the City of London," and, in conformity thereto, called "the fair river of the Mohegans," the Thames. Another city school is named after Captain Nathan Hale, who was a school-master here before he enlisted. The walk suggested above will show the most beautiful of the old town's elm-shaded streets, and the finest of its homes and churches.

The harbor of New London is spacious, protected, free from ice in winter, and deep. That it should have become an important commercial port is not surprising, and it took a prominent place in naval affairs during the Revolutionary and Second wars with Great Britain (see below). One of the smaller of the United States navy yards still remains opposite the city, but it is little used, and contains nothing of public interest except an old monitor or two. Extensive defenses were made in Colonial times, and in 1812, especially opposite (see Groton, Fort Griswold, below); and on this side, at the headland within the city now occupied by *Fort Trumbull*. This small but scientifically built fortification, completed after plans by Gen. Geo. W. Cullom in 1849, at a cost of \$250,000, is well worth a visit for the sake of the view from its ramparts, if not otherwise. Just outside the sally port, and within the water batteries, is still to be seen the Revolutionary block-house which formed one of the harbor defenses of that day. A small garrison is maintained at this fort, which is named after "Brother Jonathan," the Revolutionary war-governor of Connecticut and the beloved and trusted adviser of Washington.

The old Shore Road leads past Fort Trumbull and along Crescent Beach to Osprey Beach (formerly famous for its clam-bakes) at the mouth of the Thames River, west of which Ocean Beach curves southward to Goshen Point. Montauk avenue now forms a new straight "boulevard" from Bank street, in the city, to this shore district, which has been for half a century a seaside resort. Here are a large number of cottages, many of them costly and elegant, and the large Pequot Hotel, facing the water and having a steamboat wharf. This was one of the earliest of the summer seaside hotels of New England.

Electric cars run to this shore-colony, which is now joined to the city by the Montauk boulevard.

On Groton Heights, opposite New London (steam ferry), is **Fort Griswold**, a ruin of the Revolutionary war, and the scene of a desperate battle, September 6, 1781, when the British, under the traitor, Benedict Arnold, plundered and burned the town. Fort Griswold was then attacked. It was vigorously defended by 150 militiamen, but was soon carried by a charge, and its commander, Colonel Ledyard, surrendered, but, with seventy of his men, was treacherously massacred.

The monument on Groton Heights—a far-seen shaft of granite, 134 feet high—is to the memory of these martyrs, the anniversary of whose massacre in 1881 was attended with great ceremony.

The key to the monument can be obtained at a small house near by, and a pamphlet descriptive of the locality and its history may be bought. The view from the top of the shaft is not only very extensive, but has so much beauty as to fully reward any one strong enough to make the necessary exertion. A modern and powerful battery of great guns has been built somewhat below the ruined mounds of Fort Griswold, and is kept in good order by the government.

**Eastern Point** is a rocky headland, some two miles below Groton, where stands the Fort Griswold Hotel, and cottages, popular as a summer resort. It is connected with New London by a private steam ferry, which meets important trains, and it is a stopping-place for the local steamboats to Block Island, etc.

*Stages* leave New London at noon, daily, for Salem.

**Steamboats** leave New London in summer (less often in winter) as follows:

1. To New York, Norwich Line, daily, at 11 p. m.
2. To Block Island, daily, 10 a. m.
3. To Fisher's Island, daily, 10 a. m.
4. To Watch Hill, R. I., daily, 10 a. m.
5. To Greenport and Sag Harbor, Long Island, daily, 10 a. m.
6. To Norwich, River Landings and pleasure beaches, several times a day.

**Block Island** is a large pear-shaped island, standing in the eastern entrance to Long Island Sound, consisting of treeless grassy hills, one 211 feet high, and hollows filled with ponds. The few permanent inhabitants are nearly all sea-fishermen, and fishing, especially for blue-fish, mackerel and swordfish, forms the leading amusement of summer visitors. It is a dozen miles from the nearest land, belongs to Rhode Island, and the best harbor is an artificial one, protected by a breakwater 1,500 feet long, at the high, southern end. Here are located (along the top of the bluff) a series of hotels occupied in summer by transient boarders, who are nearly as much "at sea" as if on shipboard. The clay cliffs are worn into picturesque ruins by the waves, wind and rain, and have excellent bathing beaches along their base, while interesting roads traverse the island. The history of the island is eventful, and it is enhanced by an interweaving of numerous curious and exciting legends. The island is accessible daily in summer (except Sunday) by the steamer "Block Island" from Norwich, New London, and Watch Hill; and by the "George Danielson" from Newport. In winter steamers run twice a week from Newport.

**Railroads** diverge from New London:

1. Westward to New York. Shore Line. See above.

2. North to Norwich, Palmer, Worcester and Boston. Routes 5, 7 and 10.

3. Eastward to Providence, etc. See below.

Proceeding eastward from New London, the railroad curves out across Winthrop's Cove and crosses the Thames on a new steel bridge.

This bridge, opened in 1894, is 1,423 feet long, has a draw, swung by steam, 503 feet long, and carries double tracks, thirty-two feet above the water, upon piers that are founded 103, 128 and 130 feet below the surface of the river. Its easterly approaches reach to Poquonoc Junction. A grand view of the river, the city and Groton Heights is obtained in crossing.

The first station is the quaint fishing town of Noank, a pleasant place off which lies the little Mystic Island, a summer resort. Fisher's Island is in plain view off the coast, as the train swings to the left along the half-submerged shores of Mystic Harbor, at the head of which are the charming summer-resort villages of Mystic and West Mystic, where family boarding houses abound and quiet seaside and rural enjoyment may be taken.

The Mystic Valley was the scene of the worst of the *Pcquod War*, by which the red men of this coast were overcome. The Pequods (or Pequots) were an Algonkin race whose chief, Sassacus, was overlord of all the Connecticut and Long Island tribes. After years of harassing conflict, Massachusetts and Connecticut combined forces, and in May, 1637, sent a small army under Captains Mason and Underhill, to punish and subdue Sassacus, whose stronghold was within a palisade some two miles above West Mystic. The English, with their Indian allies led by Uncas, crept close to the "fort," where over 600 Indians—men, women and children—were sleeping in fancied security, and at dawn rushed upon them, entering the palisade, firing the seventy wigwams and slaughtering their denizens. Very few Indians escaped, and the power of the tribe was broken. Residents of the region can still point out many localities identified with the Pequods, and from the top of their fort hill a wide and beautiful view may be obtained. Sassacus himself was not there, but at another stronghold near by, whence, with a few followers, he fled upon the approach of the English (to whom most of his remaining warriors surrendered); and later was seized and executed by the Mohawks on the demand of the Narragansett tribe.

This coast is exceedingly delightful to look at all the way to Stonington, where the line strikes inland. *Stonington* is a pleasant village, resorted to by summer boarders, but best known as

the landing-place of the Stonington Line of steamers to and from New York (Route 4). Steamboats run several times daily to Fisher's Island and Watch Hill.

**Fisher's Island** is a long, narrow island, close to the Connecticut coast, but belonging to New York, which from 1668 to 1868 was the farming property of Gov. John Winthrop and his descendants, and their old mansion has been remodeled by its present owner into a modern "manor-house." It has a large modern hotel (Munntawket House), besides several boarding-houses. Fishing and boating are the principal amusements. As the island is all private property and excursions are no longer permitted, a quiet and exclusive tone of society is maintained. It is reached by a daily steamer from New London and Stonington. This island is likely to be taken possession of soon by the United States government as a reserve upon which fortifications will be erected to guard the entrance to Long Island Sound.

**Watch Hill (Point)** is the extremity of the southwestern corner of Rhode Island, and nearly encloses the quiet estuary of Pawcatuck River, called Little Narragansett Bay, making a safe harbor and boating place. Fishing and surf-bathing are leading amusements. It is an old and popular watering place, whose highlands command a far and breezy outlook, and it is reached by a daily steamer from New London, via Block Island, by ferries to Fisher's Island and Stonington, and by steamboat and electric cars from Westerly, R. I. It has large and long established hotels and many cottages.

**Westerly, R. I.**, is a compact and busy town on the eastern bank of the Pawcatuck River, which separates Connecticut from Rhode Island. Near here are the quarries of the famous dark, fine-grained Westerly granite; and woolen and cotton goods are made in great quantities. Steamboats and an electric road run down the Pawcatuck to Watch Hill. The route now crosses Rhode Island to the shore of Narragansett Bay, passing Wood River Junction (branch north, four miles to Hope Valley), and other small stations in a swampy region where the battles took place, in 1675, between the white colonists and the hitherto powerful tribe of Narragansett Indians, whose stronghold, constructed under the rulership of the great chiefs Conanicut and

Miantonomoh, was near Worden's Pond; and guides may be obtained to the forest-covered traces of Narragansett Fort, destroyed by the Colonial troops under General Winslow during King Philip's war (Dec., 1675). Another aboriginal stronghold is known as the Indian Queen's fort. West Kingston is the point for changing to the branch railrcad (six miles) through Kingston Village (Agricultural College) and Wakefield to

**Narragansett Pier.** This fashionable summer resort, which has arisen since the Civil War, is on the shore long ago known as the District of Narragansett, about four miles north of Point Judith, so that its rocky reefs and sandy beaches are open to the impact of the whole Atlantic. At first there was nothing here but a line of hotels, but latterly "cottages" have increased in number and importance, until now a large and permanent summer village surrounds the hostellries, especially toward the south, where the land is high and the shore rocky.

"The main portion of Narragansett Pier," says a recent account, "lies along the shore from the bathing beach on the north to the South Pier, and consists of about a score of large hotels, a hundred or more cottages, four churches, the post-office, a few stores, and last, but not least, the Casino. The chief attraction at the Pier is the bathing beach, which is situated just north of the hotels, an'l extends about a mile in a crescent-shaped curve until it reaches the mouth of the Pettaquamscutt River. It is gently inclined, is as level as a floor, and so packed down by the beating of the waves as to be extremely smooth and hard. Between the promenade and the edge of the water rows of tents are pitched, and these shelters from the sun are favorite places for on-lookers. The fashionable hours are at midday, when the scene here presented, surpasses, in the multitude and character of the bathers, any other resort in New England."

"At the southern end of the seaward row of hotels are the two wharves. The magnificent rocky coast begins a short distance south of the landing, and continues all the way to Point Judith, five miles distant. A path leads along the upper edge of these rocks. In general they shelve down into the water; but many project boldly into the sea, and not a few rise in steep cliffs, bidding defiance to the waves. The two most distinctive masses of rock are known respectively as Indian and Sunset Rocks. This walk along the cliffs is a favorite resort of all residents and visitors, and since the building of the cottages, affords not only opportunity to observe the magnificent action of the sea on the rocks, but also to see the beautiful and well-kept estates. . . . There are many beautiful drives in the vicinity. The river road

leads northward through a charming and picturesque country, past Canonchet, famous in the annals of the house of Sprague. Eight miles up this road is the birthplace of Gilbert Stuart, the celebrated artist. Other drives in the vicinity are to Point Judith light-house, two roads, one by the ocean, the other inland, five miles south; to South Ferry, five miles north; to Lake Worden, six miles west; to Kingston (Little Rest), five miles west; to Matunuck Beach, eight miles west; to Wakefield, two miles northwest; to Peacedale, three miles northwest."

Another portion of this seaside city is the Heights, where cottages are springing up on the summit of Tower Hill, north of the cove of the Pettaquamscutt River; this hill is 150 feet in height, and commands a wide landscape of inland, sea shore and islands, including many points renowned in history and romance as well as perennially beautiful, from Newport to Block Island.

*Steamboats* run several times daily from the Pier to Providence, Newport and other points on the Bay; and Newport is also reached by the ferries across Conanicut Island.

**The Shore Line**, continuing north of Kingston, reaches its first station at *Wickford Junction*, the point for changing cars.

**To Newport by the Wickford Ferry.** A branch railway carries the passenger three miles to the pleasant old village of Wickford, where the steamer *General* ferries passengers over to Newport, fifteen miles, in an hour, six times daily, calling at Conanicut Park, a family resort on the northern extremity of Conanicut Island. South of Wickford are the little shore villages of Hamilton, Saunderstown and Narragansett (ferry to Conanicut Island), whither people go bass fishing, etc., in boats or by good carriage roads along the Pettasquamscutt valley.

*North of Wickford Junction* the railroad soon reaches East Greenwich, an attractive town on a hillside overlooking Greenwich (or Cowesit) Bay, famous for oysters and scallops. Greenwich began as an Indian trading post in 1641, and it is said that some of the timbers of the original storehouse are built into the Updike Hotel. Just beyond this town, where the Apponaug River comes into the bay, is the village of Apponaug, and from this point there diverges eastward, to follow a course along the coast,

**The Warwick (branch) Railroad.** This skirts the northern shore of Greenwich Bay, and traverses the shore of "Old Warwick," a region identified with the earliest settlement and religious struggles of the Puritans in New England, and later the

birthplace of the Revolutionary soldier, Gen. Nat. Greene. The Button Woods and Oakland Beach are two well-known local summer resorts, with beach hotels on the north shore of Greenwich Bay, while Rocky Point (where there are theaters and amusements for the crowd), Showamet Beach, Spring Green and Lakewood are similar places northward, on the west bank of Providence River. All these are served by small steamboats and electric cars from Providence.

From Apponaug north the Shore Line runs through a suburban district into the Union station in Providence.

### THE CITY OF PROVIDENCE.

Providence is the second city in population and importance in New England, and the largest in Rhode Island, of which it is the capital; and it is one of the most interesting cities in the United States. Its wealth per capita is said to be exceeded only by that of Boston—a prosperity due mainly to manufactures, in which it has more than 700 concerns engaged. It is the center, and the natural feeder of cotton and woolen industries. It is the largest jewelry manufacturing city in the country, and but few cities exceed it in woolen and worsted manufacture. It turns out a great number of locomotives and stationary engines, and of other foundry and machine shop products. It is the second largest manufacturer of imitation butter products, it produces a large amount of men's clothing, and does an extensive meat packing business.

"Providence is a handsome, clean, well-kept city. Its chief retail street—Westminster—is handsomely paved and a model of neatness, and few of the great streets in the large cities attract larger crowds, especially of a Saturday afternoon or evening, than does this street. It possesses dry goods and clothing houses of metropolitan proportions, and many of its business blocks are large and imposing. Among private buildings of the city the most noticeable are the Butler Exchange, Narragansett Hotel, the Kent & Stanley block—the largest jewelry manufacturing block in the country—and the Industrial Trust Company block—nine stories high. . . . The Arcade, a three-story granite building, extending from street to street, with an open thoroughfare through the center of each floor, and shops on each side—80 in all—is an unique structure which was built in 1828, and has been described in all the geographies and gazetteers issued since then. It is always an object of interest to strangers. Of its public buildings the City Hall is an imposing structure which cost

over a million dollars, and the County Court House is a large and costly building which occupies a sightly position on College Hill."

Commercially, the city enjoys great advantages as a deep-water port, far inland, and is ready to take advantage of that revival of maritime commerce which it is to be hoped will soon revive all American ports.

In manufactures, however, the city makes a remarkable showing. One of its best informed citizens recently stated this matter as follows:

"The State of Rhode Island, although only a very small part of the territory naturally tributary to Providence and Narragansett Bay, has 140 cotton mills in which it employs 30,000 persons, to whom it pays nearly \$10,000,000 per year; it has invested in these mills \$40,000,000—uses about \$14,000,000 raw material, and produces about \$30,000,000 worth of cotton goods. The woolen mills of Rhode Island number 85; they employ nearly 20,000 persons, pay over \$8,000,000 in wages, use nearly \$20,000,000 worth of raw material, produce \$35,000,000 worth of goods, and have over \$20,000,000 invested. These two industries alone pay out \$18,000,000 per annum in wages, nearly all of which is used in exchange, directly or indirectly for goods, and, therefore, enters commerce and makes, with the \$34,000,000 for the raw material bought and the \$65,000,000 of manufactured cloth sold, an annual commercial transaction of \$135,000,000. Large as these figures are they do not form nearly one-half of the business of the State of Rhode Island. When we consider that Providence alone has over 200 jewelry and silverware manufacturing establishments; that these employ over 6,000 persons, and that over \$15,000,000 are invested in these establishments—remember the enormous works of the American Screw Company—the Brown & Sharpe Manufacturing Company—the Corliss—the Harris—the Armington & Sims—and the Providence Steam Engine Company—the Rhode Island England Butt Company—the largest establishments for the manufacture of textile machinery—the mammoth American Electrical Works—and the many other important industries—the exchange of labor for money, the money for necessities, the purchase of the raw material, and the sale of the production, must amount in aggregate to the sum of no less than \$300,000,000 per annum."

*The State House*, intended to be completed during 1897, will be a building of Georgia marble, resting upon a lower course of pink granite, in Renaissance style, having a lofty portico, and surmounted by a lofty dome; and as it stands upon high ground, it will be a conspicuous object from far down the Bay, while its roof will command an exceedingly wide prospect. The cost will exceed \$1,500,000, exclusive of the cost of the land—\$400,000.

The Great Union Railway Station, completed in 1897, is one of the foremost structures of the kind in the country.

*Objects of special interest in Providence*, other than those above suggested, center principally about College Hill.

Leaving the railway station, the traveler at once crosses the open plaza of Exchange Place. Here, in front of the City Hall, stands the tall and costly Soldiers' and Sailors' monument, designed by Randolph Rogers, and erected by the state to perpetuate the fame of Rhode Island's 1,680 men who died in the Civil War.

"The base of this work is of blue Westerly granite, bearing the arms of the United States and of Rhode Island. Surrounding this are four 7-foot bronze statues representing the Infantry, Cavalry, Artillery, and the Navy; above which is a statue of militant America (ten feet high), bearing a sword and laurel wreath in one hand, and a wreath of immortelles in the other."

At the opposite end of the plaza is an equestrian statue of Gen. Ambrose E. Burnside, who entered the Civil War as colonel of the First Rhode Island Volunteers, and became commander of the Army of the Potomac and a popular hero; he resigned in 1865, became governor of this state in 1866, and died in 1881. This statue is the work of Launt Thompson, in 1887. Passing through Dorrance Street (principal hotels) one block to Westminster, turn to the left, pass the Arcade—a bazaar extending through to Weybosset Street—and walk on two blocks to Market Square, over the old canal, where is the central station of the street and suburban railway system.

*Electric cars* run to all parts of the city from this Square, or from Turk's Head—the convergence of Westminster and Weybosset Streets, one block south; also north to Pawtucket (which has its own system); east to Swan Point (by connecting stages), the Warren & Bristol Rd. station, East Providence and connect-

ing lines to Broadway Six Corners, Phillipsdale, Rumford and Riverside on the eastern harbor shore; south to Roger William's Park, Fields Point, Elmwood, Auburn, Edgewood, Pawtucket and Lakewood; southeast to Knightsville via Cranston, and to Olneyville and Thornton; and west to Mt. Pleasant and Centreville.

*Stages* run from Market Square, 10 a. m.. daily, to North Scituate, Elmdale and places on the Hartford pike.

Main Street runs north and south along the eastern side of Market Square and Providence River, and is the original old main thoroughfare. College Hill rises steeply beyond, and upon its slopes are the oldest, most historic and some of the finest residences and churches in the city, full of memories of Roger Williams and the founders. Passing by the Board of Trade building and up College Street hill, one block brings us to the Court House. Opposite is a granite building of Greek style—the Atheneum. This is an old and ample subscription library (60,000 volumes), where are to be seen several fine busts and paintings, including many valuable portraits by Allston and others; Sir Joshua Reynolds' celebrated portrait of his niece (?); and the famous "Hours," painted by Malbone on ivory (6x7 inches) and presented to the Atheneum in 1853. A few steps farther brings one to the College.

**Brown University** (founded in 1704, and brought here in 1770) is one of the foremost institutions of the country, and offers several buildings of interest. University Hall (dating from 1770) is in the center of the front row; at its right is Slater Hall, and at the left the white, Greek-porticoed Manning Hall, now devoted to art studies, and having a collection of casts of classic sculptures open to public view on Wednesday and Saturday afternoons. At the left of this is Hope College, and at the opposite (southern) end of the row Rhode Island Hall, which contains the biological laboratories, and a small museum (open daily), of which the most interesting part is the large and curious Ethnological Collection made by the late Prof. J. W. P. Jenks. The Library is beyond Watermann Street, and contains about 80,000 volumes, while in the rear of the campus are some new and handsome buildings, used for recitations and laboratories, among which is Sayles Memorial Hall, containing the College Chapel, adorned with historical portraits; and the fine new Gymnasium, overlooking the athletic grounds, where regular military drills form a part of the system of instruction. The Ladd Astronomical Observatory is highly esteemed by astronomers; and the college course is open to young women, who attend in large numbers, but have yet no

residence building. The faculty contains nearly one hundred professors and instructors, and has included many famous names.

**The Rhode Island Historical Society** occupies an unpretentious building on Watermann Street, next the College Library, which is open daily, and contains books and relics of great value and interest. The Library consists of 15,000 bound volumes, an extraordinary number of files of old newspapers, and 40,000 unbound volumes and pamphlets. These are principally on the main floor, where meetings are held and lectures given. The walls are adorned with portraits, many having a high artistic as well as historical value, paintings of scenes and incidents, and prints in great variety. The galleries and upper rooms contain a large and highly interesting collection of historical engravings, costumes, manuscripts and relics of aboriginal, Colonial, Revolutionary and more recent times, including a great number of things illustrating Dorr's "rebellion," about 1840. The large series of coins, medals and provincial paper money will especially attract notice. All objects are fully labeled.

Other Libraries in Providence are the Public Library, 23 Snow Street, where 75,000 volumes are stored in a sort of big warehouse, but are fully available for reference or circulation; the State Law Library (18,000 vols.) in the Court House, and the Medical Society's Library (12,000 vols.) at 54 North Main Street. The Friends School, the Normal School and the School of Design are other prominent educational institutions. The Rhode Island General Hospital, the Dexter Asylum and the Butler Hospital are important institutions in their way.

**The Parks** of Providence are scattered about the city, but only one is worth a special visit. This is the Roger Williams Park, on the southern edge of town, reached by Elmwood Avenue cars, and by and bye to become a beautiful spot.

*Roger Williams*, born in Wales in 1599, and educated for the church in London, became a Puritan and emigrated to America in 1630. He lived first in Boston, then in Salem (which see), and Plymouth, until in 1635 the government of Massachusetts ordered him to quit the colony, and after a period of hardship he settled here and gathered a community around him. Williams had formerly been too strict in his theology and politics for even the Boston Puritans, but he gradually liberalized, welcomed the Quakers, who were bitterly persecuted elsewhere, and guided his colony to prosperity with great wisdom and increasing moderation, especially toward the Indians. He lived near where the conspicuous and ancient First Baptist Church now stands on North Main Street, and was buried there, but his dust was subsequently moved to the North Burial Ground, now the principal cemetery. He had a large family, and one or more of these owned a tract of land south of the city, where his son Joseph and

some other descendants are buried in the enclosure at the southern end of the park. Among these was a great grandson, Nathaniel, who built for his daughter, Betsy, the red house now standing in the center of the park, overlooking the "lake," which was formerly known as Cunliffe's Pond. When this lady died, at an advanced age, in 1871, she gave 100 acres of this land to the city, to which additions were made and the whole formed into a park.

Near the Red House is a monument to Roger Williams, erected by the city in 1877, from designs by Franklin Simmons. A lofty pedestal supports a robed figure of Williams, holding a volume entitled "Soul History, 1636;" at the base a graceful figure, Fame, writes his name upon the plinth. It is a fine work.

Beyond the pond (where boats and steam launches can make a long run) a handsome building contains a few good pictures, the most noteworthy being Eddy's portrait of Frederick Douglass, and the nucleus of a collection in natural history. Near the entrance is a limited collection of living animals. The Dyer Memorial Statue is a bronze figure of a falconer, standing upon an islet in the lake.

**Excursions from Providence** are mainly to bay-side resorts, reached by steamboats and electric cars. Oakland Beach, Rocky Point and other places on the west shore of the harbor, below the city, have already been mentioned. Field's Point, in the southern edge of the city, is an old popular place for shore-dinners, etc. The east side of the harbor has numerous little pleasure places and summer cottage-towns from East Providence right down to Rumstic Point, at the mouth of Warren River. The whole shore is a succession of high bluffs, alternating with coves, headlands and rocky islands, with sandy beaches at the foot of the bluffs and throughout the whole extent is occupied by summer cottages, boarding houses and hotels, perched in advantageous situations. The Warren and Bristol Rd. skirts the shore, and every point is also reached by an electric line from the city. The resorts on this shore are Squantum (club), Silver Spring, Pomham (club), Riverside, Pleasant Bluff, Camp White, Bullock's Point and Crescent Park; Riverside is the most important place.

#### **Steamships from Providence run—**

1. To Baltimore and Virginia ports.—Merchants' & Miners' Transportation Company, Monday, Wednesday and Friday, at 6 p. m.

2. To Philadelphia.—Winsor Line, from Ives' Wharf Wednesday and Saturday, at 3 p. m.
3. To New York.—Providence Line (Route 3).
4. To Newport, etc.—Continental Line, daily, 3:45 p. m.
5. To Seaconnet.—Seaconnet Line, from foot of Planet Street, daily in summer, tri-weekly in winter, 9 a. m.
6. To Local landings.—Numerous excursion steamboats daily.

**Railroads** radiate from Providence thus:

1. South, to New York.—Shore Line. See above.
2. West, to Hartford, etc.—New England Rd. Route 16.
3. West, to Pascoag. This is a local branch of the New England Rd. which ascends the valley of the rapid Woonasquatucket River through a long series of manufacturing suburbs—Manton, Allendale, Centredale (end of electric line), Enfield, Georgiaville, and on through Stillwater, Smithfield and Harrisonville (branch to Woonsocket and Boston by the Air Line), to a terminus at Pascoag, whence a line, not now operated, continues to Douglas Junction and Webster.

**Pascoag to Boston.**—This is the northern part of the Central Division of the New England Rd., by which local trains are run between Boston and Pascoag, through the manufacturing and suburban districts (going north) of Woonsocket (crossing of the Air Line), Bellingham Junction (crossing of the railroad from Providence to Ashland), Medway, Medfield Junction (intersection of Route 21), Dover, Charles River Village (branch to Ridge Hill), and Needham, where "the Newtons" are entered and traversed through crowded suburbs to the Kneeland Street Station in Boston.

4. To Worcester.—The New York, New Haven & Hartford line to Worcester is an old and busy route that follows up the Blackstone Valley, through a series of factory towns, all prettily situated and worth attention. Special trains have been run morning and evening connecting with the Providence Line steamboats. The distance is 44 miles.

Diverging from the Boston main line at Pawtucket, the suburban mill-stations of Valley Falls and Lonsdale are first passed—the last named widely known by its muslins. The railroad passes through a deep cut in the base of Study Hill, where William Blackstone, the first settler of Boston, built a retreat after the coming of the Puritans had caused him to leave Boston, in which he lived, befriended by the Indians, for forty years, until his death in 1675. Some distance farther is Woonsocket, where a

branch of the New England Rd. is crossed, and where there are extensive cloth mills and other industries. At Blackstone, another large factory town, just beyond, the Air Line (Route 7) is crossed. Massachusetts is here entered, and Uxbridge (textile fabrics) is the next station. Then follows Whitins, a station with cotton-machinery shops, and stages to Whitinsville, on Whitin's Pond, near which is the remarkable rock chasm called Purgatory. Millbury began as a paper-making village as early as 1720, and afterward became celebrated for its manufacture of guns, aided by the ingenious machinery of Thomas Blanchard; now it has woolen mills, linen thread and cloth mills, satinet works, tool shops, etc. It has stages to several neighboring places and an electric line to Worcester.

5. To Milford and Ashland, Mass.—A line of the New York, New Haven & Hartford Rd. extends north from Providence through North Attleborough and Wrentham; thence to Franklin, where it crosses the New York & Boston Air Line (Route 7). Here it turns west around Beaver Pond as far as Bellingham Junction (with Boston-Pascoag line, see above), and then northerly to Milford (Route 8).

6. To Boston.—Shore Line; see below.

7. To Taunton and Plymouth.—A cross-country route which follows the Boston line to Attleboro (12 miles), turns east, across the valley of Three-Mile River to Whittenden Junction, where it joins and follows the New Bedford-Lowell line (Route 21) into Taunton (23 miles). A short distance south of that city the route turns east through Lakeville to Middleboro (34 miles), where the main "Old Colony" line is crossed, then on eastward through the rough and scantily occupied hill towns of Plympton and Carver to Plymouth (50 miles). For Plymouth, see Route 25.

8. To Warren, Bristol and Fall River.—The station of this line is on South Main Street, about a mile from the Union Depot, with which it is connected by electric cars. (Short branches from this station also go north to connection with main lines, serving Rumford, Phillipsdale and other suburbs). This line follows down the eastern shore of the harbor through the suburban shore resorts heretofore mentioned, with stations at Silver Spring, Riverside and Barrington (Bullock's Point), then crosses Warren River into the pleasant old maritime and milling town of Warren.

The **Bristol Branch** diverges southward from here, four

miles, to Bristol, the shire town of Bristol County and an ancient seaport with quaint old wharves and beautiful streets, to which many visitors resort in summer. In former years it had a large business in ship-building, and still makes fine yachts; there are also an immense rubber-goods factory, cotton mills and a sugar refinery here.

East of Bristol is *Mt. Hope*, overlooking Mt. Hope Bay, which is a large enclosed body of water (the northeastern prolongation of Narragansett Bay), forming the harbor of Fall River. At the foot of Mt. Hope was killed, in 1676, the Indian chief Metacomet, son of Massasoit, chief of the Wampanoags, and known to the whites as King Philip, who led the Indians in the great insurrection of 1675 against the colonists, and did vast damage until defeated at Narragansett Fort and Taunton, and finally run down and killed on this peninsula, which was then bought by Boston capitalists and opened to settlement. The British fleet thought the place of enough importance to be bombarded in 1775, when both Warren and Bristol were seized and plundered. Papaquash Neck is the name applied to the extremity of the peninsula, from Bristol south, where there are many country estates and boarding houses, occupied in summer, and connected with Newport by Bristol Ferry and local steamboats.

From Warren on to Fall River is a pleasant run alongshore around the head of Mt. Hope Bay, crossing in succession Kickamuit, Cole's, Lee's and Taunton Rivers, all highly productive of oysters, and bordered by the farms of Somerset and small shore pleasure places. This is the all-rail route between Providence and Newport and New Bedford.

**From Providence to Boston** the Shore Line (continued) goes north to Pawtucket—a large suburban manufacturing city along the Pawtucket River, which furnishes water-power to its mills and machine shops. The two great industries are the manufacture of cotton cloth and cotton thread. Electric cars run from Pawtucket into Providence, west to Saylesville and Lonsdale, north to Valley Falls and to North Attleborough, Attleborough and Wrentham. Swerving eastward as it leaves Pawtucket, the road enters Massachusetts, and is joined by the East Providence Branch at Hebronville, and then enters Attleborough, one of the manufacturing towns whose population has diminished of late. Here a branch railroad leads east eleven miles to Taunton, and northwest fifteen miles to North Attleborough and Walpole. Electric cars run to Pawtucket and Wrentham. Stages run daily to Rehoboth and other remote farming villages among the cedar

swamps at the sources of Warren River, southward. Attleborough has many small factories of jewelry, cotton cloth, etc. Next in importance is Mansfield, a market town, at the intersection of the railroad (Route 21) from New Bedford to Lowell. The hilly hat-making town of Foxborough is next passed, then Sharon Heights, near which is the local summer resort on Massapoag Pond; then Canton Junction, where a road comes in from Taunton via Stoughton, and near which are the picturesque ponds and hills of Ponkapog, celebrated by T. B. Aldrich. The next station is Readville, on Neponset River, where the New England Rd. crosses; and then follows the city of Hyde Park, on the edge of the most beautiful suburban district of Boston, which is traversed, through Jamaica Plain and Roxbury, to the great Park Square terminal in Boston.

#### Route 7.—New York to Boston by the “Air Line.”

This route of fast through trains follows the Shore Line from New York to New Haven, and then strikes northeast via Willimantic and the New England Rd. to Boston. The distance is 214 miles, as compared with 233 by the Shore Line and 234 by way of Springfield.

For the run from New York to New Haven, see Route 6.

Leaving New Haven the train rounds the base of East Rock (park and soldiers' monument) and strikes across the Quinnipiac Meadows, between the Shore Line on the right and the road to Hartford on the left, into a rolling farming country, with North Clinton, East Wallingford and Middlefield as stations, as far as

**Middletown.** This fine little town, which took its name in early days from its midway position on the Connecticut between Hartford and Saybrook, stands upon the high western bank of the river, in a fertile and beautiful district. Its long Main Street, parallel with the river, is well built, and the City Hall, the High School, Y. M. C. A. and several business blocks are notable buildings. An electric railway extends from the factory village of South Farms, three miles below, to the railway station, and to the bridge to Portland, where it connects with the Portland Street railway. Manufactures of machinery, bicycles, carriages, floss and sewing silk, and elastic fabrics (suspenders, etc.), em-

ploy many hands. There is an Opera House and a Public Library (a memorial to Samuel G. Russell) containing 11,000 volumes.

*Wesleyan University* is, however, the principal fact at Middletown. It was founded under the care of the Methodist Church, in 1831, and is now one of the foremost institutions of that denomination. Its buildings occupy a large, tree-grown campus overlooking the city and river-valley, and surrounded by the best residences, but none is particularly noteworthy except the new Gymnasium in the rear, near the students' practice-field. The most southerly building is devoted to laboratories, and the two top floors contain a very creditable and interesting museum of natural history and archaeology, especially rich in local geology and mineralogy (this part of the state furnishing an extraordinary variety of uncommon minerals, including semi-precious beryls, tourmalines and other varieties). Among the fossils, some of the finest specimens of the Connecticut "bird tracks" are preserved here. The view from the front windows of the Museum hall across the Connecticut Valley is exceedingly pleasing, and gives the ordinary traveler a sufficiently near acquaintance with the State Insane Asylum (1,800 patients) on the opposite hills of Portland.

*Steamboats* of the New York & Hartford night line stop here regularly in the early evening going down and before daylight going up.

*Railroads* extend: (1) South to New Haven (see above); (2) South to Saybrook (Route 6), and north to Hartford; (3) west to Berlin, New Britain, etc.; (4) east to Boston and Providence (see below).

Leaving Middletown, eastward bound, the Connecticut River is at once crossed—the high bridge giving an admirable view up and down this beautiful watercourse—to Portland, a flourishing little town near the very extensive quarries of brown freestone, which supply most Eastern American cities with their "brown-stone fronts." These quarries are north of the village and may be reached by electric cars. Much stone-cutting is also done here.

The next station eastward, Cobalt, takes its curious name from the fact that a century ago mines of the mineral, resembling nickel, from which cobalt blue is prepared, were worked there.

Great Hill, just north of the station, gives a very wide view up and down the valley. East Hampton, two miles beyond, is the station for Lake Pocotopaug. This is a pond nine miles in circumference and 500 feet above the sea, which has long been a resort for bass-fishing and summer camping, and has every facility for this sport and fall shooting. East Hampton is a flourishing place in Chatham, connected with the Marlboroughs, north, and Middle Haddam, on the Connecticut River, by stages; and it is noted for its manufacture of bells, having been until recently the only place in the United States where sleigh-bells and all others, except church-bells, were made. This is a very hilly region and furnishes much picturesque scenery, especially along the Salmon River, where, a few miles east of East Hampton, the railway is carried over a great ravine upon the Lyman Viaduct, 1,200 feet long and 140 feet high. Westchester, Turnersville (spur-branch to Colchester, the seat of the formerly famous Bacon Academy, four miles south), and Chestnut Hills, are small stations in a wild, hilly, wooded region, having many trout-brooks, ponds full of fish, and fields and forests abounding in small game. Then comes the Willimantic River, and, at its junction with the Natchaug, the city of *Willimantic*, the shiretown of Windham County. It has little to interest a stranger except its factories. Main Street is parallel to and near the railroad, and higher up on the hill are the residence streets, which have a newness that looks strange in a New England town. The new Court House, Town Hall and Public Library, combined, is a building more commodious than graceful. The Normal School, just above it, is better, and above that is a new brick High School. The hotels are on Main Street, convenient to the railread station, where there also is a restaurant.

The factories are arranged along the river below the station, and consist of one of the largest thread mills in the country (Willimantic Linen Co.), several cotton mills of great size, several silk and woolen goods factories, machine shops (especially for thread-making machines), railway repair shops, etc., in which substantially the whole population of the valley is kept busy.

*Stages* run daily to Ashford and Mansfield Center.

*Railroads* diverge from Willimantic: (1) north to Palmer, etc., and (2) south to Norwich (Central Vermont Rd., Route 10); (3)

west to Middletown (see above); (4) west to Hartford, and (5) east to Providence (Route 16); (6) northeast to Putnam and Boston (see below).

East of Willimantic lies a rough, thinly-settled part of the state, very pretty to look at, and with interesting colonial traditions, when these old hill towns saw an importance that dwindled with the advent of railroads and the growth of the coast cities; but is now being brought back, in a different way, by wealthy summer residents. Small game and good fishing can always be had. Pomfret and Putnam (Routes 5 and 10) are most noticeable.

This is the home region of Gen. Israel Putnam and some other great men of the past, and the scene of much Colonial and Revolutionary incident. Woodstock, near Pomfret, was the home of the late Henry C. Bowen of New York, whose Fourth-of-July celebrations were of national repute.

Five miles northeast of Putnam, in the extreme corner of the state, is East Thompson, a lively factory village, where a branch leads west to Webster, Mass., and (a short distance beyond) another branch southeast to Pascoag and Providence (see Providence). Entering Massachusetts, the Air Line runs through factory villages on swift streams among the hills—Douglas (ax factories), Blackstone at the intersection of the railroad from Providence to Worcester and overlooking the cotton and woolen mills of Woonsocket, along Blackstone River; and Franklin, a farming town, long settled and very pleasant, having a liberally endowed school (Dean Academy) with a building costing \$150,000, a public library, the foundation of which was 500 books sent by Benj. Franklin, after whom the town was named, in 1778. It has factories of straw goods, shoes, etc. Walpole, the next station, is at the crossing of the north and south line from New Bedford to Lowell (Route 21), and is a flourishing residence and factory town, at the outer limit of the Boston suburban district. The villages, Norwood, Ellis and Islington (branch to Readsville) bring the traveler to pleasant old Dedham, the shire-town of Norfolk, where the Charles River is first met. This is a charming residence town, with light manufactures, handsome public buildings and a wealthy, intellectual class of citizens. After that follow the suburban stations Clarendon Hill, Roslindale, Jamaica Plain and Brookline, to the Park Square station in Boston.

**Route 8.—New York to Boston via New Haven and Springfield.**

This is the through-train route of the New York, New Haven & Hartford and Boston & Albany railroads. It follows Route 6 to New Haven, or the steamboat may be taken from New York to New Haven. Leaving New Haven, the train emerges from the eastern part of the city, runs along the eastern base of East Rock Park and up the broad, marshy Quinnipiac Valley towards the north. North Haven is a suburban village, having an ancient Episcopal Church on the Green, near which lived and wrote for fifty years the historian Trumbull. Wallingford and Yalesville are handsome villages, making silverware, etc., and are followed by the State Reform School and Meriden. *Meriden* stands on the site of one of the palisades built in 1660 to defend the colonists' road between New Haven and Boston, and is one of those towns which years ago sent abroad the tinware and Yankee notions (especially clocks) that made Connecticut world-famous. It is still busy with large factories of tinware, clocks, fire-arms, railway supplies, small hardware, lamps and organs, but its leading industries are the Cutlery Company and the Britannia Company, the latter being one of the largest manufacturers of silverware in the world.

(The railroad between Waterbury and Cromwell, via Meriden, is not now in operation.)

*Berlin*, next north, was noted in former times as the center whence the peripatetic Connecticut peddlers emanated in their wagons to the ends of the country; their stock was largely tinware, made here, and the town is still eminent in this line of manufacture. The town is connected with Middletown and with New Britain by railroads, and with the latter by electric cars. At East Berlin is a great mill for making corrugated iron roofing, etc. North of Berlin is Newington, where the New England Rd. (Route 16) approaches from the west.

**THE CITY OF HARTFORD.**

**Hartford**, the capital of Connecticut, calls for particular notice. Its new and convenient union railway station stands in the center of the town, which is one easy to get about in. The first object of interest is

*The Capitol.*—a towering edifice of marble, costing \$2,500,000, crowning a green hill near the railway station. The grounds, called Bushnell Park (since they were first occupied by Trinity College), form a park of forty-five acres in the center of the city, entered from Asylum street by a bridge over Park River and the Soldiers' Memorial Arch. Walking on beneath the fine old trees and past J. Q. A. Ward's admirable bronze statue of Gen. Israel Putnam, one enters the building upon the main floor.

All the interior decoration here is in dull, elaborately carved white marble, relieved by pillars of darker, variegated and polished marble. In the vestibule stands a plaster model of the noble bronze image of Connecticut holding her Charter on the top of the dome; and against the wall is a bronze medallion-portrait of John Fitch, the steamboat inventor, who was born in Windsor, Conn. Walking to the right into the west wing, a collection of regimental battle flags; a shot-scarred cannon-wheel, mounted as a memorial of the First Connecticut Battery, and all that time and relic hunters have left of the grave-stone of Putnam, will meet the eye. Here, too, is Olin T. Warner's grand sitting statue, in bronze, of William A. Buckingham, "war-governor" (1858-'66) and United States Senator. In the eastern wing stands Karl Gerhardt's striking bronze statue to Nathan Hale.

On the next floor (elevator) are the spacious Hall of Representatives; the Senate Chamber, in which hangs a famous full-length portrait of Washington, by Gilbert Stuart; the State Law Library, with many curious old papers and portraits; the chamber of the Supreme Court; and, in the office of the Secretary of State, the *Charter*, framed under glass, upon the wall; and a chair made from the wood of the *Charter Oak*.

This is Hartford's special prize. English settlement began here in 1633, and prospered until the Connecticut Colony was able to obtain a charter (the document now exhibited) from Charles I. of England in 1662. In 1686 Sir Edmund Andros was appointed governor of all New England, and at once demanded the surrender of all the early Colonial charters. Connecticut refused to give hers, and Andros led an expedition to Hartford in 1687 to seize the document and extinguish the government. This he was unable to do; by various tricks and subterfuges, in which Capt. Joseph Wadsworth was an active agent, both the original and a duplicate charter were concealed from Andros, and the local government was maintained. Either this original or the dupli-



HARTFORD, CONN.—State Capitol.



cate (half of which, after long disappearance, is now owned by the Connecticut Historical Society) was hidden in the hollow trunk of an oak tree on the Wylls farm, where it remained undiscovered for two years. This tree—ever afterwards called the Charter Oak—stood at what are now Charter Oak Street and Terrace, until blown down in 1856; a marble slab marks the site.

The Dome of the Capitol (250 feet high) may be ascended (elevator) by permission of the Superintendent, and affords a highly remunerative view. Around its base stand twelve statues, representing the sister States in the original thirteen.

Three bronze statues adorn the higher parts of the park; one of Col. Thomas Knowlton, by Enoch S. Woods; one of Richard D. Hubbard, "lawyer, orator, statesman," by Karl Gerhardt; and one of Dr. Horace Wells, of this city, erected by the city to his memory as the discoverer of Anesthesia.

Washington avenue, leading south from the park, is a broad and beautiful street, whose fine houses have been the homes of several governors and other men of note. Half a mile out it ends in the New Britain road, which turns southwest along the foot of Rocky Hill, upon whose summit, about one mile and a quarter from the Capitol, is Trinity College. This is a pleasant walk, but the Zion street or Lafayette avenue street cars go near the college and past old Zion Hill cemetery.

*Trinity College* was founded as an Episcopal school in 1824 by Bishop Brownell, whose grand bronze statue, by C. B. Ives, now adorns these new grounds. The buildings, in early French Gothic style, are only the beginning of a quadrangle which, when completed, will more closely resemble that of an English university than any other American college. The Library and Museum are open to visitors, and the view westward and southward from this trap-dyke across the valley of Newington to the jagged Hanging Hills of Meriden, and northward to the higher hills of Granby, ought not to be missed.

*The center of the city* is at the junction of Main, State and Asylum streets, where State House Square holds the Federal Building and City Hall (the old State House). Near here are several stately business blocks occupied by the insurance companies which have made Hartford pre-eminent in that line of financing; the Courant (the oldest daily newspaper in the United States); several hotels and restaurants, one of which contains a very extensive collection of early and modern firearms and other

weapons, and the leading stores. The First Congregational Church, a few steps down South Main Street, is a typical example of the white, tall-spired New England meeting-house of the early part of the century. Behind it is the cemetery in which the Revs. Thomas Hooker, Samuel Stone and most of the earliest settlers were buried, and where a massive monument stands to their memories. Opposite this church is the gray stone building of

**The Wadsworth Atheneum**,—a depository of the city's books and art treasures. It stands upon the site of the home of Col. Wadsworth, commissary general of Washington's army, where the commanders were often entertained. The land was given by his son, and the building erected by subscription; it was first occupied in 1842, and is the oldest public building in the United States devoted to literature and the arts. It is free and open daily. The ground floor is devoted to a vestibule, the Library reading-room, and (at the right) a room containing Dr. William Wood's collection of Connecticut birds, made at and near East Windsor. The second story contains the Art Gallery, Reference Library and Historical collections.

*The Art Gallery* occupies two large rooms, having the statue (marble) of "Eve Repentant," by Bartholomew, and several busts of merit, and a large array of paintings, including some of high worth and interest. Among these are the Sharpless pastels (replicas, 10x14 inches) in profile of General and Mrs. Washington, which were made for Colonel Wadsworth, and considered by him as "capital portraits;" Trumbull's "Signing of the Declaration of Independence," and battles of Bunker Hill, Quebec, Trenton and Princeton, familiar to everybody from innumerable engravings; "Mt.  $\text{\AA}$ etna" and several other pictures by Thomas Cole; a notable full-length portrait of Benj. West, by Sir Thomas Lawrence, painted for the American Academy in New York (whose pictures formed the nucleus of the present collection); landscapes by Vernet and several other foreigners of note; portraits in great number by well-known artists, including Stuart, etc., etc. The most modern picture is W. H. Overend's large canvas depicting Admiral Farragut in the battle of Mobile Bay, which belongs appropriately here because his flagship was the *Hartford* and several of his officers were residents of this city or State.

*The Watkinson Reference Library* opens from the rear of the Art Gallery, and occupies an extension. It was founded by David Watkinson, contains 45,000 books (rapidly increasing), intended for free reference and investigation in this room, and is worth a glance for the elegance of its appointments and the richness of its bindings, if one cannot avail themselves of its opportunity for study.

The Connecticut Historical Society occupies two large halls next to the Art Gallery, one containing an American historical library of over 20,000 bound volumes and innumerable pamphlets. Files of early newspapers form a strong feature. The Museum, in the front hall, open free daily, is the most interesting one of its class in New England. Among its many curiosities the following were noted by Sweetser:

King Philip's club; Putnam's battle-sword; bows, arrows, pikes, swords, etc., of six wars; old German missals; dress-suits at French Court of Commissary Wadsworth and Commodore McDonough; a Turkish scimiter with coral and ivory hilt and silver scabbard, and inscriptions in Arabic and Persian; gold pen "worn out in the service of Washington Irving;" a link (3 feet long) of the chain stretched across the Hudson in 1776; a foot-stove of 1740; Elder Brewster's chest; Standish's dinner-pot; Putnam's tavern-sign; British shells thrown into Stonington; a mortar captured in Mexico; relics of Nathan Hale and Col. Ledyard; Robbins' Bible (1478); Farmington church drum; mail-bag (A. D. 1775) used between Hartford and New Haven, 6x9 inches; the first telegraphic message sent in America (from Washington to Baltimore), "What wonders hath God wrought;" 13 Russian medals; Continental money; a pistol from Colt; Confederate money; a number of the "Boston News Letter" for April 17, 1704 (the first number of the first newspaper in America; it lasted 72 years); numerous portraits, MSS., and pieces of Charter Oak; Arnold's watch; the chair in which Lee signed the capitulation of Appomattox; several battle-flags well used; the swords of Putnam; of McDonough (victor in the battle of the fleets on Lake Champlain), and of several officers in the Civil War. One of the latest and most highly prized objects is the remains (a half, up and down) of the Duplicate Charter, rescued from the scissors of a farmer's wife; this is probably the document really hidden in the Oak, and the box that encased it also shown.

The Hartford Public Library occupies a rear extension of this building with a free reading-room and circulating library of 40,000 books.

The Manufactures of Hartford are numerous and varied, and some have carried the fame of the city all over the world—such as the vast Colt pistol and rifle factory, makers of Colt's revolvers; the Pope Manufacturing Company, makers of the Columbia bicycle; the Rogers Silverware and Cutlery Factory, and others. The prosperity and growth of the city are due chiefly to manufactures, though agriculture, especially for raising tobacco, is extensive in the neighborhood.

Electric cars run to all quarters of the city: Down the river,

past the State Prison to Wethersfield and across to Glastonbury; southward to Parkville; west to West Hartford and Unionville, on the Northampton Rd. (Route 11); north to Windsor, and east to Talcottville and Manchester.

The West Hartford line shows the best modern part of the city; the famous Deaf and Dumb Asylum, where Dr. Gallaudet won his fame and erected the teaching of deaf-mutes into a science; the Hartford Theological Seminary, and the residences of the late Mrs. Harriet Beecher Stowe, of S. L. Clemens ("Mark Twain"), and Charles Dudley Warner, all on or near Forest Street and Farmington Avenue: also the most modern churches. The Windsor line runs through beautiful historic roads going back to the very earliest days; and so does the line to Wethersfield and Glastonbury—old towns full of historic houses and traditions. A most enjoyable ride is by the Talcottville line to Talcottville, returning by Manchester (Route 16) and taking the Cross-town line to Manchester Center and back to Hartford—three hours. The excursion by rail to the towers on Talcott Mountain is also a favorite one, and several suburban pleasure parks are lively resorts in summer.

**Steamboats** of the Hartford Line run nightly to New York and all river landings, from the foot of State Street, at 4 p. m.

**Railroads** diverge from Hartford--

1. East to Willimantic, connecting to Springfield, Boston and Providence. See Routes 16 and 7.
2. South to Middletown and Saybrook. Valley Division N. Y., N. H. & H. Rd. See Route 6.
3. South to New Haven and New York. See above and Route 6.
4. West to New Britain, Waterbury, etc. See Route 16.
5. Northwest to Winsted, etc. See Route 17.
6. North to Springfield. See below.

North of Hartford the line follows the populous west bank of the Connecticut. *Windsor*, one of the first settlements in the valley, had a very stirring early history. Here dwelt the ancestors of Gen. U. S. Grant, the Roger Wolcott family, Phelps, the founder of the "Western Reserve," and many other distinguished men of the past. It is a beautiful village, with fine old mansions, and is surrounded by tobacco farms along the broad meadows at the mouth of Farmington River. *Windsor Locks* is a busy factory town on the canal built around Enfield Falls, in the Connecticut, half a century ago, to extend navigation to the upper reaches of

the river; when railroads superseded this the canal was utilized for water-power. The branch to Suffield leads five miles northwest, and just above the Locks the railroad crosses the Connecticut to Warehouse Point upon an iron truss bridge, 1,525 feet long, which was made in Manchester, Eng., imported and set up here in 1866. The lovely meadows of old Enfield (near which is a Shaker village) are traversed to Thompsonville (electric cars to Springfield), devoted to carpet-making, beyond which Massachusetts is entered at Longmeadow, memorable for a dreadful Indian massacre of the first settlers.

### THE CITY OF SPRINGFIELD.

**Springfield**, one of the oldest, largest and wealthiest of New England towns, is also among the most widely influential, intellectually and commercially. The great new double railroad station, reached by elevated tracks, is one of the most complete in the Union, and is used by all the roads reaching the city. It is but a single block from Main Street, the central business artery of the town, and on the edge of the shopping district. All the hotels, theaters and public offices are within five minutes' walk along this street, mainly to the southward; and electric street cars may be taken there to all quarters of the city, to West Springfield and Holyoke, to Westfield, to Chicopee Falls, to Indian Orchard and Ludlow, and to Thompsonville, Conn. The Postoffice and Custom House are on Main Street.

*Court Square* may be taken as the center of the city. It faces Main Street, an eighth of a mile south of the railroad arch, and is a small "common," heavily shaded by elms. It has a tall granite shaft surmounted by a soldier's figure, in bronze, commemorative of the men that went to the Civil War, chiefly in the Tenth, Twenty-seventh, Thirty-seventh and Forty-sixth Massachusetts Volunteers; also an interesting portrait-statue, by J. S. Hartley, '82, of Miles Morgan, an early settler, in the garb of a Puritan. Springfield was first settled in 1636 by a company of Puritans under William Pynchon, and had a terrible struggle to maintain itself against cold, famine and Indians for many years before its permanence was assured. The Congregational Church, whose pilastered white building overlooks the Square, dates from that time.

Across the street, south of the church, is the lofty gray stone Court House (of Hampden County), while on the other side are Odd Fellows' Hall, then the City Hall, Police and Fire Headquarters. Down Court Street (No. 73), beyond the Police office, is the ancient tavern, now a residence, where Washington and his generals were entertained in Revolutionary times. State Street branches off from Main Street just east of the Square, and leads to the best residence part of the town—irregular and beautifully tree-grown streets on high ground. Walking up this street, the State Street Baptist Church and the Y. M. C. A. Building are passed in the first two blocks. This brings one to Maple Street, which leads off toward the southeast and has the best residences. On the left are seen Christ (P. E.) Church, facing Chestnut Street, the City Library and Art Museum, in a high open lot, and St. Michael's R. C. Cathedral beyond; while on the right are the noble Gothic Church of the Unity, perhaps the finest ecclesiastical edifice in the city, and beyond it the High School. Of these buildings the Library (open day and evening) and the Museum (open afternoons) should be examined by all visitors.

**The Library**, in size and usefulness, is excelled only by a few of those in the largest cities, being especially strong in books relating to industrial arts. It numbers nearly 100,000 volumes, those given out in the free circulating department being on the ground floor, together with the reading-rooms; while the reference department is upstairs, where also are to be seen many interesting maps, pictures, etc. The urgent need of more space is to be remedied by extending the building toward the north.

**The Art Museum** is under control of the Library authorities, and occupies the upper story of the new building in rear of the Library, erected in 1895, from public subscriptions, at a cost of \$100,000, upon land costing \$50,000. It is Italian renaissance in style, and built of narrow buff-colored brick, with special terracotta ornaments in a harmonious tint. The finish of the interior is equally tasteful and substantial. The ground floor is occupied by the entrance hall, two lecture-rooms and the natural history collections. The upper floor holds seven large rooms and a long hallway, over the entrance-loggia, in which is deposited the very valuable art-literature belonging to the Library. The art-collections consist almost wholly of the private collections made by Geo. W. V. Smith, of Springfield, which represent an intelligent life-work and a very large expenditure of time and money. "Mr. Smith's collections comprise the bronzes and other metal work of Japan, China and Korea; their cloisonne enamels, and

also specimens of Occidental work in these lines; the porcelains and other pottery of these nations; the curious jade carvings; the rich fabrics, silk and wool, in which Oriental weavers and embroiderers excel; the ancient rugs of Persia, Daghestan, Afghanistan, Turkey and Arabia; the armor of the European Middle Ages and of the East as well; the Greek and Greco-Roman pottery—the latter often called Etruscan; the illuminated books—missals, other works of devotion, and various literature wrought by scribes in monasteries in the Dark Ages when all the learning there was found refuge in such institutions; much strange and barbaric art of the South Sea Islands, wood carving of Europe centuries old; the ivory carvings of the Orient; swords and weapons by the finest artificers of Syria and Spain and elsewhere. To these, add American paintings in oil and water colors of choice merit; a beautiful representation of the Italian art of to-day; and we have outlined the character of the collection." The paintings include many of modern Italian artists, and a number by prominent Americans, including T. W. Wood, Henry Mosler, Thomas Kensett, and others of equal note.

*The Natural History Collections* on the ground floor include interesting cases of historical relics, belonging to the Connecticut Valley Historical Society; a large and valuable series of local rocks and minerals; a fine cabinet of woods and pressed plants, and well-arranged cases filled with stuffed mammals, birds and lower forms of animal life. All these are well labeled and serviceable for students. A reference library of books is at hand.

Continuing the walk up State Street we pass beyond the Cathedral the stately Spring Street First Baptist Church, opposite which is an Armory, and then come to the grounds and great quadrangle of buildings constituting the *Springfield United States Arsenal*.

This is the most important institution of the kind in the country. During the Revolutionary War there was an arms factory and cannon foundry here; and in 1787 the insurgents of Shay's Rebellion made an unsuccessful attempt to capture it. Later the present armory was established, and it was the scene of enormous activity during the Civil War, when nearly 800,000 "Springfield rifles" and other guns were made here. The Arsenal proper is the large building with the clock tower, where great quantities of rifles and small arms are stored. Beyond, on the left, are the quarters of the officers of the post, and on the right the offices; in the distance are barracks, and the factories, in which 3,000 men may be employed, and two or three hundred are now usually at work. Castings and the heavier work is done at the "water-shops," a subsidiary factory in the southern edge of the city. Passes for a survey of the shops and arsenal, from whose tower

a very fine view is obtained, may usually be had by application at the commandant's office. One may walk about the beautiful grounds without special permission. At the further end of the quadrangle, Federal Street strikes through the grounds; and at the corner of this street and State Street (which was the ancient highway to the east) is an old brown-stone pillar, called the *Boston Stone*, thus inscribed beneath a quaint masonic device: "Boston Road. This Stone is Erected by Joseph Wait, Esqr. of Brookfield, For the Benefit of Travelers, A. D. 1763."

The extensive electric *street car service*, reaching far into the suburbs, permits many delightful excursions. One of these is over the river through the quaint old town of West Springfield to Westfield or to Holyoke--the latter an especially interesting ride. The trip to Chicopee gives a view of the river; and that to Indian Orchard a long rural ride to a pleasant village. South of the city is Forest Park—a public pleasure ground of 425 acres, a quarter of which was a gift (of his home estate) by E. H. Barney. It has a varied surface, is plentifully covered with trees and shrubs (150 kinds), has a pond planted with exotic aquatic plants, and an exhibition collection of animals and birds. Hampden Park, at the foot of Clinton Street, contains a base-ball field, race-course and athletic grounds. Stearns Park, near Main and Bridge Streets, contains a statue of Deacon Samuel Chapin, by Augustus St. Gaudens. Excursions on the river are popular in summer.

As a manufacturing city, Springfield takes high rank. The Wasson Works north of the city is among the largest car-building concerns in the country. The revolver works of Smith & Wesson manufactures pistols for all governments as well as private trade. The Ames Company are large makers of silverware and bronze goods, including statue-casting. Paper mills and envelope factories of vast size, and a great variety of lesser industries employ thousands of men, women and children.

*Stage* run, morning and afternoon, to Agawam and Feeding Hill.

**Railroads** radiate from Springfield thus:

1. South to New Haven and New York. See above.
2. South to Hartford, Willimantic, etc. Route 16.
3. West to Albany. Route 20.
4. North, up the Connecticut Valley. Route 9.
5. East by the Boston & Albany Rd. See below.

**Springfield to Boston** by the Boston and Albany Rd.—This is the continuation of the through-train route from New York, and passes up the Valley of the Chicopee River, which flows into the Connecticut at Chicopee Falls, a mill-town three miles above Springfield. Passing Indian Orchard and North Wilbraham (stage to Wilbraham and its large Wesleyan Academy, two miles south), Palmer is reached at the crossing of the Vermont Central Rd. (station restaurant).

*The Athol Branch* extends from Springfield along the northern bank of the Chicopee River through the manufacturing towns of Indian Orchard, Three Rivers, Ludlow (stage to Ludlow Center), Barrett's Junction (with Central Vermont Rd.), and Bondsville (crossing of the Boston & Maine Rd.). Here the line turns north up the Swift River Valley through Enfield, Greenwich (stages to Dana and Barre), North Dana, New Salem Station (stages to New Salem and North New Salem), and South Athol—all farming villages in a secluded mountainous region—to Athol (47 miles) on the Fitchburg Rd. (Route 19).

*The Ware River Branch* extends 49 miles from Palmer up the Valley of the Chicopee through Thorndike and Forest Lake to Ware. This is a large town, next to Northampton in importance, making cotton and woolen cloth on a very extensive scale by aid of the water-power of Swift River. Succeeding stations are Gilbertville, where the river and the almost parallel tracks of the Boston & Maine Rd. are crossed; Old Furnace, Barre Plains (stages to the populous dairying and straw-working town of Barre Center, 3 miles northwest), and Coldbrook Station, near Coldbrook Mineral Springs. The line then turns up the Valley of Burnt Shirt River, through sterile, wooded hills, past Williamsville, Templeton and Baldwinsville (crossing of the Fitchburg Rd.) to Winchenden.

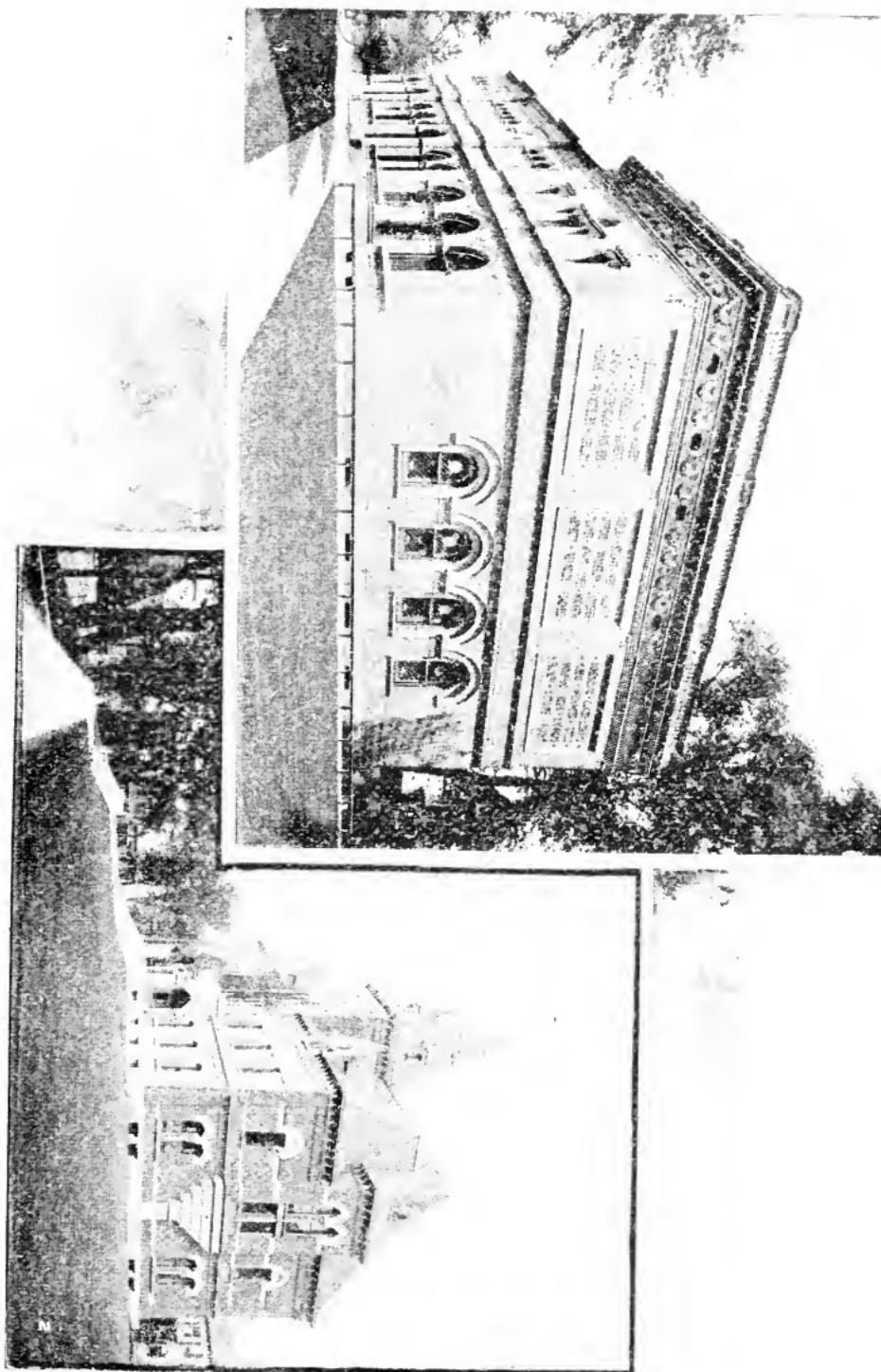
Palmer is chiefly a railroad town. East of it the main line of the Boston & Albany Rd. follows the Valley of the Quinnebaug River, a rapid stream furnishing water-power for numerous factories and flowing through a hilly and somewhat sterile region. Brookfield is an active shoe-making town; and at East Brookfield, a little beyond, a spur-branch leads north four miles to the shoe-making village of North Brookfield; south of the junction is the large Quaboag Pond, near which the earliest settlers (1675) fought a terrible battle with the Nipmuck Indians. At the next station, South Spencer, another short branch extends north to Spencer, a flourishing manufacturing town (shoes, wire, etc.,), the birthplace of Elias Howe, Jr., the inventor of the sewing

machine. It is favorably situated, has a large park and the Sudden Public Library (10,000 volumes), and is connected with Leicester and Worcester by electric cars. The main line now makes a southward detour around some large ponds in Leicester, and among village-dotted, far-viewing hills, with stations at Charlton and Rochdale, to Webster Junction, near Auburn, where the Norwich and Worcester railroad comes in from the south (Route 5). A short distance farther the great Holy Cross College becomes conspicuous on the right, city streets are entered, and the train halts in the great covered train-shed of the Union Station at Worcester.

### THE CITY OF WORCESTER.

**Worcester** is one of the oldest and most interesting and progressive cities of New England, following closely the model of Boston, with which it is connected by hourly trains. It has a fairly level site, and spreads in all directions about the station, but chiefly northwestward. A few moments' walk brings the visitor to the Common, where a grand marble City Hall is rising, and where stand the old South Church, a costly and stately Soldiers' monument, designed by Randolph Rogers, and an English Gothic monumental statue to Col. Timothy Bigelow, an officer of the Revolution. Along the north side of the Common extends the long and handsomely built Main Street, on the line of the old post-road to the west, and containing the leading banks, offices, stores, hotels and churches. Electric cars center here.

Public buildings of interest in Worcester are mostly connected with her many schools, among which the High School, on Maple Street, is a good example of the architectural taste of Richardson. Clark University is an institution of high rank, with large but unattractive buildings, about a mile west of the Common, on Main Street. The Holy Cross College is an immense Roman Catholic institution, surmounting Pakachoag Hill; while another hill, near Institute Park, in the northern part of the city, is crowned by the large buildings of the Polytechnic Institute. From another slighty hill look out the fine buildings of the Worcester Academy—a strong school under Baptist care. The Highland Military Academy and several private schools also have buildings of their own. Of the many churches, the Central, Pilgrim, Old



SPRINGFIELD, MASS.—1. The Art Building 2. The City Library



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A FINE GOLF COURSE IN THE GROUNDS.

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South, Plymouth and St. Paul's especially deserve mention; all are near the center of the city, and opposite the latter is the fine home of the Young Women's Christian Association. The Young Men's Christian Association have a building, with gymnasium, etc., on Elm Street, near Main, next door to the Public Library. This institution, with its great reading-room, is among the oldest and largest in New England, outside of Boston, and contains nearly 90,000 volumes, among which are many of unusual interest, bibliographically, at least. The system of management is liberal and progressive, and the annual circulation and use of the books reaches a figure of which its friends are very proud. In addition to this there are no less than 200,000 other books in Worcester libraries (not private), more or less accessible to all students. Of these 100,000 volumes belong to the Antiquarian Society, one of the oldest and strongest historical societies in the country; and embrace everything of historical value that has been published in or relating to the Eastern United States. Not even the Congressional Library is so rich in files of newspapers early magazines and pamphlets as this. Its building, at the eastern end of Main Street (Court Hill) is open daily, except Saturday, and the library is adorned with many works of art and literary and historical curiosities. The somewhat elevated ground upon which this building stands is called Court Hill, and bears the County Court House—a granite building in the Greek style, erected in 1845. Beside it is the First Unitarian Church. From the hill in the rear a fine view is obtained, but that is true of nearly all the hills upon which the city is built; and here, at the corner of Harvard and State Streets, is the Museum and Library of the Natural History Society, in which is a fair local exhibition of preserved animals of all sorts. Court Hill looks down upon an ancient "parting of the ways," now called Lincoln Square, facing which is the colonial mansion of the Salisburys, now occupied by the Hancock Club. Beyond, on the left, a broad street leads eastward through a collection of fine churches, an Armory, etc., among which is the new building for the library and museum of the Society of Antiquity, which contains a large library (about 16,000 volumes) and a museum of relics largely relating to the colonial period, Revolutionary and Civil Wars and the history of mechanical invention, together with many por-

traits, old maps and other things well worth examination. A short walk farther brings you to the ornamental grounds of Institute Park, along the shore of Salisbury Pond, the special feature of which is a fac simile of the old tower at Newport. This is only one of several parks in the outskirts of the city, one of which, Elm Park, on the slope and at the eastern foot of Newton Hill, is an exceedingly beautiful pleasure-ground. The principal park and outing place, however, is along the shore of **Lake Quinsigamond**, at the eastern edge of the city, which may be reached in 20 minutes by electric cars from the Common, or steam cars (dummy line) from the outside of the Union Station. This lake is several miles long, has steamboats, sailboats and rowboats in great numbers, and a stretch of its nearer shore is reserved and improved by the city as Lincoln Park. The remainder is private property, and one summer hotel is maintained. Every sort of amusement that the nature of the place suggests is open there, under police supervision; and during the warm weather the wooded shores and smooth waters are thronged with merry-makers. The vast stone and brick buildings near it, surrounded by a great farm, are those of the State Lunatic Asylum. Another pleasant excursion is by the electric cars out West Main Street and along the old Post-Road to New Worcester, Cherry Valley, Leicester and on to Spencer. Leicester is an old-fashioned and wealthy village on the summit of Strawberry Hill, much resorted to in summer by city visitors. Its peculiarity is the making of machine cards—an invention which brought great profit to the town during the Civil War.

In manufactures this city is one of the foremost in the country, and almost every sort of article is made here, from locomotives to valentines. In 1890, 144 industries were reported by the census bureau, having 978 establishments, employing \$25,339,203 capital. They employed 21,478 workmen, paying in wages \$11,541,703, and using materials to the value of \$20,994,817. The manufactured products were worth \$40,000,000. In 1890 the value of iron and steel goods made here was about \$9,000,000; boots and shoes, \$3,500,000; foundry and machine shop products, \$5,500,000; woolens, \$1,375,000; envelopes, \$1,000,000, and five other industries half a million dollars each. In addition to this there are extensive interests in real estate, railroad operations, mining, bank-

ing and wholesale commerce reaching far beyond the local trading.

**Railroads radiate from Worcester thus:**

1. West to Springfield, etc. See above.
2. North to Gardiner, Winchenden, etc.—This is a cross-country line furnishing a direct route to New Hampshire and Vermont. It ascends a pretty valley through Holden, Jefferson (crossing here Route 12), and North Woods (on Quinapoxet Pond) to Princeton—a pleasant old town among the hills that form the dome of the watershed between the Connecticut and Merrimac Rivers.

Of these the highest is Mt. Wachusett. This finely sculptured, symmetrical and isolated mountain, 2,108 feet in height, is an object of beauty from many and widely remote points, and has been a goal of pilgrimage for Eastern mountain-lovers for many decades. It can be ascended on several sides, but the easiest ascent and finest landscapes are from Princeton. Two miles east by stage is Princeton Center, having good hotel accommodations, whence conveyances can be obtained to the summit—about two and a half miles northward. The view from the summit (where a small hotel remains open during the summer), is remarkably wide, and embraces with distinctness in clear weather all prominent features within a radius of 30 miles, while such far-away high points as Mt. Moosilauke and even Mt. Washington are faintly discernible. A local guide-book may be bought.

This hilly neighborhood is beset with ponds, each the source of some well-known stream, turning the wheels of countless mills in enlarging circles of industry around these springy uplands. Some of these ponds, as Moosehorn, are public picnic resorts, and all have their summer visitors, who animate the old farms and byways throughout this whole region. Hubbardston and Philipston are villages south of Gardiner, where the Fitchburg Rd. (Route 19) is crossed, and a few miles northward Winchenden is reached. Here one may take a railroad northwest to Keene, N. H., Bellows Falls, Vt., and so into the Green Mountains (Route 19), or go northeast to Concord, N. H., and into the White Mountains (Route 41).

3. North to Fitchburg. This direct line between Worcester and Fitchburg leaves the Nashua line (Route 18) at Sterling Junction, and keeps straight north through the farming towns of Sterling and Leominster, with fine views of Mt. Wachusett in the west, to the Union Station in Fitchburg.

4. Northeast to Nashua, etc. Route 18.
5. East to Boston. See below—Boston & Albany Rd.
6. Southeast to Providence. Route 6 (Providence).
7. South to Norwich and New York by steamer. Route 5.

Proceeding eastward from Worcester, the Boston & Albany line skirts the southern shore of Lake Quinsigamond, at the extremity of which is the junction station of North Grafton.

*The Grafton & Upton Rd.* leads southeast from North Grafton through Grafton and Upton to Milford, a prosperous factory town, where the railroad from Franklin to Ashland crosses the line. Another line extends northeast through the villages Metcalf, Holliston and Whitney to South Framingham (see below).

East of North Grafton the main line takes a fairly straight course through a level and rather poor country, passing Westborough, Southville and Ashland (see above) to South Framingham. This town is at the outer circle of suburban Boston, and is connected with the city by electric cars, which also extend southward to Hopedale, on the road to Milford, westward to Hopkinton, and northward to the quaint old town of Framingham Center, and the manufacturing village of Saxonville. The principal industry here is the making of straw hats and shoes. A short distance east of South Framingham the train passes Long or Cochituate Pond, the earliest and principal source of Boston's water supply, and then halts at Natick. This is mainly a town devoted to shoe-shops (Vice-President Wilson served his apprenticeship at the last here), the making of shoe-making machinery and the manufacture of base balls. Electric cars run to South Framingham and Boston, to Felchville and Cochituate, northward, and southward to South Natick—an old-fashioned, elm-grown village on the Charles River, whose old-time tavern is much resorted to by pleasure parties, and which is notable in history as the place where the Apostle Eliot preached to the Indians and made his famous Indian Bible. The oak under which he was accustomed to preach still stands; and there is a monument to him at Ponkapog, and another and finer memorial on Nonantum Hill, in Newton. (See New England Magazine, 1895.)

Next east of Natick is Wellesley, the seat of Wellesley College—one of the foremost collegiate schools for young ladies in the country. It is beautifully situated at the foot of Wellesley Hills,

near the Charles River and a pond useful for boating has extensive and handsome grounds and buildings, in the principal one of which is a very notable marble statue of Harriet Martineau by Anne Whitney.

From here on the crowded and beautiful suburban districts of Auburndale, "The Newtons," Brookline and Brighton form a continuous town merging into Boston, where the train runs across the Back Bay district, passes beneath Washington and Tremont Streets through a subway, and reaches the terminal station on Kneeland Street, next to the "Old Colony" depot.

#### Route 9.—New York to Vermont and New Hampshire via the Connecticut Valley.

This route, by which special summer trains are run between New York and the White Mountains, is that of Route 8, from New York to Springfield, Mass.

*From Springfield* the Boston & Maine Co.'s trains pass north along the east bank of the Connecticut River, exhibiting the factories of the northern part of the city and of its neighbor Chicopee (cotton mills, cycle works and iron works) at the mouth of the Chicopee River. The Mount Tom range now appears plainly at the left and Mt. Holyoke, crowned by its pleasure resort, on the right. Electric cars between Chicopee and Holyoke appear; and presently the Connecticut is crossed at Willimansett, among the massive mills of Holyoke.

**Holyoke** is arranged along the terraces of the western bank of the valley. Dwight Street, leading up from the mills and railroad, and High Street, along the brow of the plateau, are the chief business streets, and are well built up. At the corner of the two stands the imposing City Hall, built of Monson granite, with a square turreted tower 225 feet in height; this can be ascended and a very wide view gained. The first floor is used for offices and a small public library. Above is a fine lecture hall, with stained glass windows, representing Music, Painting, Architecture, etc. The edifice cost \$400,000. A short walk west on Appleton Street, and then to the right, will show the best churches and residences, the park and the great soldiers' monument, which is more curious than artistic, and was designed by H. G. Ellicott,

once a member of Mosby's irregular Confederate Cavalry. A more extensive and very pretty park, Prospect Park, is found above the city, beside the broad and quiet river, there held back into a lake behind the huge dam.

To this dam and the arrangements for conserving the power of the water stored up there the city owes its origin and existence; and its mills are the most interesting thing about it. They are arranged along three great canals, the second and third at lower levels than the first, by which a great body of water is made available to turn almost unlimited machinery. The waterpower at this point is due to the Hadley Falls, in the Connecticut, said to furnish more power than any other in New England. The original "falls," now modified and concealed by the dams, amounted to a descent of 60 feet and aroused the admiration of early writers by their "fantastic beauty." Operations for diverting the water into canals and controlling it for milling purposes were begun fifty years ago. The main canal, at present, is 150 feet wide at the head and 22 feet deep, then gradually diminishes throughout its length (1 mile). The second-level canal, parallel with it, is 140 feet wide and 15 feet deep. A third canal, below this, following the course of the river at the distance of about 400 feet from it, is 100 feet wide and 10 feet deep. The total furnishes power for 1,000,000 spindles and many other purposes, and is rented to the factories measured by mill-powers. A mill-power is the right, during sixteen hours a day, to draw from the nearest canal 38 cubie feet of water per second, with a head of 20 feet, equivalent to 89 horse-power.

Holyoke is called "The Paper City" because of the enormous amount of paper made there; the greater part of the fine writing and book papers made in the country are produced here and at Springfield, as well as vast quantities of wrapping and other inferior grades. There are 19 mills, the total capability of which is 550,000 pounds of paper each working day; one mill being able to make 80,000, another 50,000 pounds, 5 mills 40,000 pounds each, and the others a less amount. Fully half as much more paper, mostly of fine quality, is made in the mills of Hampden and Hampshire counties, close by. Other important factories at Holyoke are two envelope factories, employing 325 hands; two cotton mills, about 420 hands; one dye-house, 150 hands; one hosiery house, 75 hands; two silk mills, 500 hands, and two cotton thread mills, 2,000 hands; five woolen goods, including a blanket mill, 1,400 hands; four alpaca mills, 1,000 hands; a steam-pump factory, 300 hands; and machine shops, wire mills, screw factories,

etc., employing 1,500 more. The citizenship is therefore largely of foreign birth, and the town presents few characteristics of the older New England cities.

Hadley Falls is a closely attached (and older) manufacturing part of the city on the eastern bank of the river, at the dam north of the river. Here are the great Carew Paper Mills, said to be the oldest in the valley. Electric cars connect it with Holyoke over a bridge 1,600 feet in length, whence a charming view of the river and mountains is obtained.

South Hadley, four miles beyond the Falls, northward, is a delightful, old-fashioned hill village lying mainly along a single elm-shaded street, and long noted as the seat of Holyoke Seminary, a school for young women under distinctly religious influences, and famous for the number of foreign missionaries that it has educated; its reputation for scholarship is high. This village (good hotel) is the terminus of an electric railway from Holyoke, and is easily reached from Northampton by Smith's Ferry; while it is connected with Amherst by an excellent road through The Notch—a gap between Mt. Holyoke and Mt. Norwattock, in which is the curious Devil's Garden—a favorite rambling spot.

Electric cars from Holyoke run also to Springfield, by way of Mt. St. Vincent (Catholic schools), Brightwood (summer hotels), and West Springfield; to Elmwood, a southern suburb in the outskirts of which are Ashley and Wright's ponds, pleasure resorts and the source of the city's water supply; across the river to the mill-town of Willimansett and southward to Chicopee Falls, connecting there for Springfield; and northwest to the elevated suburb called The Highlands.

*North of Holyoke* the railroad runs beside the river across the broad meadows, cultivated for the most part in tobacco. The long range of Mt. Tom (highest point, 1,214 feet above the sea) is upon the left, and the Mt. Holyoke range is ahead on the right. The former slants toward the river, where Mt. Nonotuck (852) forms a bold terminus, shadowing Mt. Tom station and ferry, where a branch railway from East Hampton comes in. Here the railroad passes, with the river, through the hills, and then crosses the "Ox-bow"—formerly a peninsula within a horse-shoe bend, but now an island—into the beautiful city of Northampton.

**Northampton** is one of the most delightful, as well as prosperous, cities in New England.

"It lies in the rich meadows which border the Connecticut. The habitations of its gentry crown the green knolls and terraces or are half buried in gay gardens or hidden under clumps of elm. The celebrated Mt. Holyoke and Mt. Tom are just at hand, and the Sugar Loaf is in view; while the brimming Connecticut winds about and in the meadows as if unwilling, like the traveler, to leave such a spot."—*Harriet Martineau*.

**Smith College**, for young women, is the principal object of public interest. This institution, founded by Sophia Smith, of Hatfield, occupies extensive and beautiful grounds in the midst of the city, where are placed handsome and spacious buildings for its departments, and several "cottages" in which the students live a family life, in place of occupying large dormitories. The Lily Hall of Science, Hillyer Art Gallery, Music Hall and Alumnæ Gymnasium are among the most noteworthy buildings; and the view from the tower of College Hall should not be omitted. A very high standard of scholarship is required at Smith College, where the faculty now numbers more than 40 instructors and about 875 students attend. The girls not only engage largely in athletics adapted to them, but take especial pleasure in country rides.

The ascent of the mountains of this neighborhood should not be omitted. **Mt. Holyoke** has an inclined railway, starting near the landing of the ferry from Northampton, and reaching the Prospect House on the summit (alt., 954 ft.) in 600 feet; the small cars (fare, \$1) are drawn by a stationary engine and the grade exceeds 45 degrees. There is also a carriage-road (toll, 50 cents) three-quarters of a mile long. The view up and down the Connecticut Valley, into the village-dotted dales and across rough ridges, and hemmed in by far-away peaks—Greylock, the Green Mountains, Monadnock, Wachusett, and the Connecticut hills—has been declared by good judges the loveliest landscape in America. Other peaks of this range are well worth the greater trouble of ascending them and exploring their defiles and basaltic crags. Mt. Nonotuck, on the Northampton side of the river, is, however, a very easy one, having good roads and paths to its summit, where there is a small house of entertainment and a very fine outlook.

Certain other institutions in Northampton require notice. The Smith Charities is the administration by elected trustees of a fund (now nearly \$1,000,000) bequeathed by Oliver Smith, of the famous Hatfield family, for the relief by loans, pledges, pensions,

etc., of widows, students, young men, and the worthy poor of the district—a beneficence that has been of enormous service; it occupies a handsome building. The new Forbes Library has an endowment of \$300,000, and will develop speedily. The Burnham Preparatory School makes girls ready for college; and the wealthy Clarke Institution for Mutes is well known for its successful instruction in the articulation system. The State Lunatic Asylum has a gigantic series of buildings in the southwestern edge of town. North of town is Laurel Park Camp Ground, where assemblies of the Methodist Church and Chautauqua Associations are held in summer. In the suburbs of Florence the Lilly Free Library is noteworthy.

In manufactures Northampton takes a leading place. The silk manufacturing interests of the Belding Brothers, with mills here, in Rockville (Route 16), San Francisco, Belding, Mich., and Montreal, Canada, originated here (at Florence), and the home mill employs 550 hands. Another silk mill, the Leonard, employs 200 hands. Lumber mills, machine shops, fire-arms factories, emery-wheel shops, and many small concerns, add to the local product.

#### Railroads radiate from Northampton:

1. The Williamsburg branch of the New York, New Haven & Hartford Rd. runs from Northampton eight miles northwest up the valley of Mill River, through the manufacturing villages of Florence (Nonotuck Silk Mills, etc.), Leeds (factories of sewing-silk, etc.), Haydenville (brass foundries, etc.), to Williamsburg.

*Stages* from Williamsburg run to agricultural and dairying towns in the valley of the headwaters of the Westfield River as follows: Goshen, 9 miles; Swift River, 12½; Cummington (birth place and early home of Wm. Cullen Bryant, the poet, and possessing a library given by him), 15½; Windsor, 22; and Hinsdale, on the Boston & Albany Rd. (Route 20), 30 miles; also to Chesterfield, 7 miles; Worthington, 13, and Peru, 20 miles. All these are slow, picturesque mountain towns, devoted mainly to grazing, and much resorted to in summer by quiet visitors who find decent inns and boarding houses among them. The region is remarkable for its great variety of minerals in the ancient strata of its hills.

2. To Shelburne Falls and Turners Falls.—Route 11.
3. To Amherst, Ware and eastward.—Route 12.
4. To New Haven direct.—Route 11.

5. To Springfield, south and east. See above and Route 8.
6. To Greenfield and northward—see below.

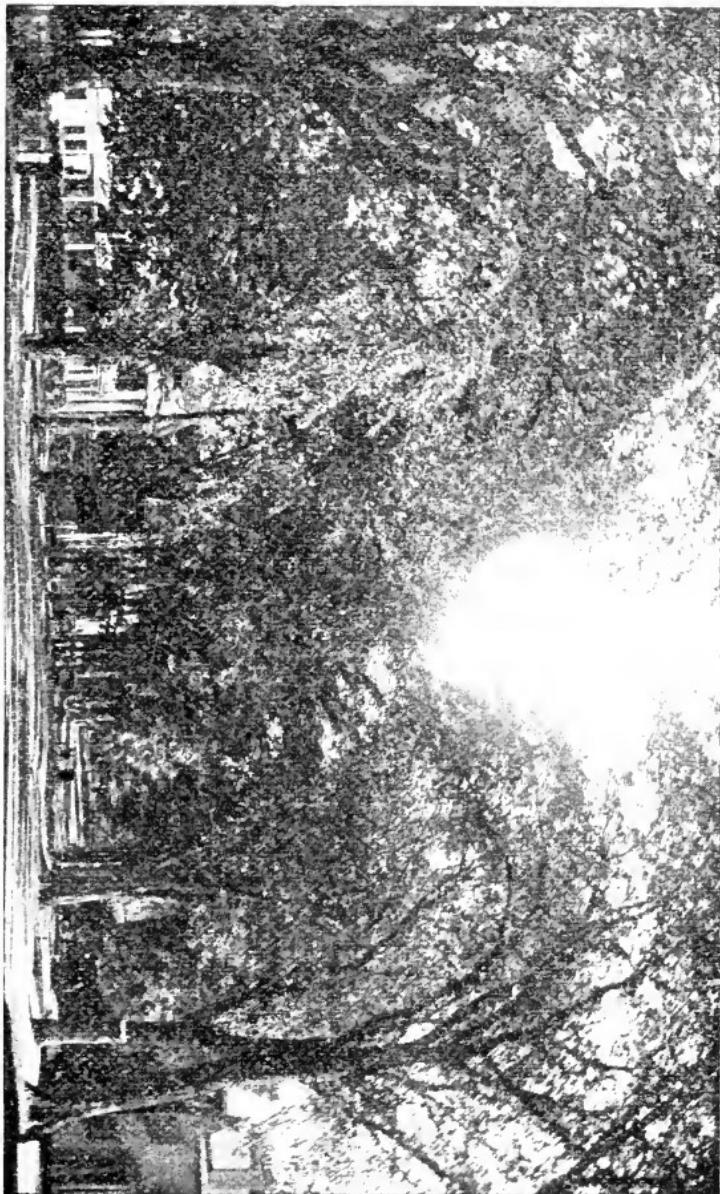
*North of Northampton* the railway takes a perfectly straight course north across the tobacco-farmed meadows of Hatfield (ferry to North Hadley) and Whateley and South Deerfield, whose old villages were begun more than 200 years ago amid desperate battles with Indians, passing Mt. Esther, Sugar Loaf and other far-viewing hills, to Deerfield, on Deerfield River, where stages can be taken to Sunderland, Mt. Toby (wide view; carriage road), Conway and Ashfield, a summer resort.

This level, fertile and beautiful valley attracted the earliest settlers, who for half a century were constantly harassed by the Indians, and later by French and Indians. In 1675 a conflict took place at the foot of Mt. Sugar Loaf (the crest of which gives one of the loveliest views in New England); and a few days later a fierce battle took place in South Deerfield, where a monument commemorating the fight at the crossing of what is still called Bloody Brook, was erected in 1835, Edward Everett making the dedicatory address. At the same time Old Deerfield was burnt by the Indians and abandoned. The people returned, but were again attacked (1694). In the winter of 1704, however, the palisades were surprised by a body of Indians and French, and a dreadful scene of fire and slaughter followed. All the people whose lives were spared (112) were marched as captives to Canada; there the survivors were treated kindly and many remained, some joining the Roman Catholic Church and others going to live with the Indians.

Deerfield is a quiet and pleasant old village, much frequented by summer residents and surrounded by rich farms of tobacco and hay. On its Common is a soldiers' monument; it has several churches and libraries, and a Memorial Hall (the building of the old Academy) containing a collection of colonial and Revolutionary relics, documents, arms, furniture, etc., which is valuable and interesting.

Leaving Deerfield the train crosses the Deerfield River and Fitchburg Rd. into Greenfield, one of the best examples of the residence and industrial town in New England. It would be difficult to find a more beautiful avenue than its heavily-shaded main street, lined by stately homes of the dignified old-fashioned sort; and the surroundings of the village are of the most attractive nature. It is a favorite place for residence and visiting in summer, especially for driving parties touring between the Berk-

GREENFIELD, MASSACHUSETTS



# Mansion House

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shire Hills and the White mountains or Boston; and it is therefore not surprising to find here, in the *Mansion House* one of the largest, best equipped and most thoroughly comfortable hotels in New England. It stands on the little public common, which is adorned by one of the most artistic Soldiers' monuments in the country--an Egyptian pillar of polished rose granite, surmounted by a large bronze eagle, which, with outspread wings and firmly planted talons is trampling the life out of a rattlesnake. Two or three churches and a Public Library (12,500 volumes) near by are notable edifices. This is the county seat of Franklin, and has the county fair-grounds. The railway station is occupied jointly by the Boston & Maine and Fitchburg Rds., and contains a restaurant—one of the series of excellent station restaurants along the Fitchburg Railroad, managed by Wm. E. Wood, proprietor of the Mansion House here.

Greenfield is a manufacturing town of importance, having large factories of cutlery, machinery, taps and dies, small articles made of steel, silver and silver-plated wares, shoes and baby carriages.

*Electric cars* run to the Fair grounds, on the Shelburne Road, and up the river (which is crossed on a long steel bridge built by the electric line) by a charming road, along an abandoned canal, to Montague City (which has an extensive factory of fishing rods) and *Turner's Falls*. This is a manufacturing town of about 4,000 people at the picturesque Turner's Falls of the Connecticut, where the principal industry is making cutlery of a superior sort, and next to that the making of paper, four mills making 175,000 pounds daily, principally of roll-newspaper for use in "perfecting" presses. Branch railways reach this town from the New York, New Haven & Hartford Rd. (at South Deerfield) and the Fitchburg Rd. (at Greenfield).

*North of Greenfield* the railroad ascends the pretty valley of Green River and Mill Brook; crosses Fall Brook at Bernardston, near West Mountain; approaches the Connecticut at Mt. Hermon (ferry to Northfield), the seat of Moody's Mt. Hermon school for young men, whose brick buildings crown a smooth hill at the left; and reaches the river at South Vernon, just over the border in Vermont. This is the northern terminus of the old Connecticut River Rd. and the southern terminus of the Ashuelot Rd., now merged into the Boston & Maine; and it is the crossing-place of the Central Vermont Rd. (Route 10).

The **Ashuelot Rd.** to Keene, N. H., twenty-four miles, crosses the Connecticut and ascends the valley of the Ashuelot, a rapid and picturesque river, much visited by summer travelers and anglers. The first station, Hinsdale (summer hotels) is the site of one of the old border Indian forts, and has a stage line to Brattleboro. Mts. Wantastiquet and Mine are seen at the left. Ashuelot, Winchester, Westport and Swanzy, at the foot of Mt. Caesar, and with Monadnock conspicuous in the east, are all hill villages with traditions of early Indian warfare and present grazing interests. For Keene, see Route 19.

From South Vernon to Brattleboro the line passes over the tracks of the Central Vermont.

For *Brattleboro* see Route 10.

*North of Brattleboro* the railroad clings to the river, often crossing its bends and tributaries, among wooded hills. Putney is a town producing great quantities of roofing slates and fluor spar; it is the site of a frontier post; and at Westminster is the oldest church in Vermont. Bellows Falls is a small but busy town at some highly picturesque cataracts of the Connecticut River, giving a strong water-power, utilized by factories. The principal industry is paper-making, seven mills here being capable of producing 235,000 pounds of news and manilla papers every twenty-four hours, one establishment doing more than half of the whole; also wood-pulp mills. Stages run daily to Alsted, Saxton's River, Grafton and Townshend, and connect through to Chester and Londonderry, Vt.; and four times a day to Rockingham. Excursions are made to Warren's Pond, Abnaki mineral springs and Mt. Kilburn, N. H. Here crosses Route from Boston and Fitchburg to Ludlow, Rutland and the north.

*North of Bellows Falls* the railroad crosses into New Hampshire, and skirts the eastern bank of the Connecticut through a more open and prettier region, giving glimpses of the summits of the Green Mountains eastward. The broad green intervals characteristic of the upper Connecticut begin; and just before Charlestown (Eagle Hotel, a summer resort) is reached, the beautifully-shaped Ascutney mountain (alt., 3,320 feet) comes into view. Springfield is the station for *Springfield*, Vt. (by electric cars, six miles), a large and pleasant village at the falls of Black

River, whence a stage goes to North Springfield, west of Mt. Kitchawaug, along whose abrupt eastern precipices, overhanging the river, the train proceeds on its way northward to Claremont. Here ends a branch of the Concord & Montreal Rd. (Route 38); and a stage runs to Weathersfield, Vt. The beautiful Ascutney Mountain, resembling Kiarsarge (at North Conway, N. H.), is now prominent on the left, and beyond it lie the open hills and meadows about *Windsor*, where the Connecticut is recrossed into Vermont.

This pleasant village was the first capital of Vermont, and is now distinguished by its stock-farms, one of which is Runnymede, the estate of Wm. M. Evarts. A road leads from here to the summit of Mt. Ascutney, where there is a shelter house. Cornish, N. H., opposite Windsor, was the birthplace of Salmon P. Chase. Stages run to Cornish and other New Hampshire villages.

Passing Hartland and North Hartland the train reaches

**White River Junction.** This important junction (fine station restaurant) is growing into a commercial-town of considerable importance, having a large cracker bakery, lumber mills, etc.; it is at the mouth of White River, the most important western tributary of the Connecticut in Vermont.

Railroads radiate from White River Junction, thus:

1. East, via Concord, N. H., Route 38.
2. South, via Bellows Falls, Keene or Springfield. See above.
3. West to Woodstock, Vt. Trains leave the union station and ascend the valley of the rapid Ottaquechee River, through Hartford, Dewey's Mills, Queeche and Taftsville, fourteen miles to the terminus, connecting there with daily stages to Bethel (18 miles), Bridgewater (6 miles), Pomfret, South Woodstock (5 miles), and Rutland (30 miles). Woodstock is the shire town of Windsor county, and a trading center of importance, where a delightful village has grown up, largely increased by visitors in summer. It was the home, in their youth, of George P. Marsh, the great philologist, and of the sculptor, Hiram Powers. Pomfret, Bethel, and other near villages are favorite summering places, and afford good rural accommodations.

4. To Montpelier, Burlington, etc. Route 42.
5. To the North. See below.

Continuing the route northward, the Boston & Maine train soon

reaches Norwich, which is chiefly noticeable as the railway station for West Norwich, Vt., and for Hanover, N. H. (three-fourths of a mile) by stage.

Hanover is an old shady hill village, chiefly interesting as the site of Dartmouth College, one of the oldest collegiate institutions in the country. It was founded in 1770, and had hard struggles for existence. A great grant of land and certain privileges were given to it, but later the State tried to take these away, and they were confirmed to the college only after long litigation, ending in a celebrated suit before the Supreme Court, where Daniel Webster successfully argued the case for the college. The buildings are mostly plain and old-fashioned, but front upon a fine campus of thirty-four acres. Dartmouth Hall is the long central building, with Wentworth and Thornton Halls beside it. The Chandler Scientific School, the Medical College, Observatory and Gymnasium have separate buildings. The Library, of about 70,000 volumes, contains some of the rarest and most valuable books in the country; and portraits of the Earl of Dartmouth (a copy of one by Sir Joshua Reynolds, presented by the Earl), Daniel Webster, Rufus Choate, Col. Sylvanus Thayer ("father of West Point"), Prof. George Bush, and many other graduates and benefactors of the institution. Culver Hall is a new building, containing a natural history museum, very strong in geology and paleontology, and otherwise worth seeing. The State College of Agriculture and the Mechanic Arts is associated with Dartmouth. An extraordinary number of statesmen and publicists of note have come from these halls.

*North of Norwich* the Ompompanoosac River is crossed to Pompanoosac Station, where copperas is made. Mt. Moosilauke is seen in the east as the train moves on across Lyme to East Thetford (stages to Thetford, Thetford Center and Post Mills). North Thetford, the outlet of the once-famous Vershire district eastward, Fairlee (station for Orford, N. H.), Bradford (stage to West Corinth and up the Waite's River Valley as far as Topsham, twelve miles), and then on across the famous Ox Bow Meadows through the Newburys (sulphur springs), where the White Mountains begin to show up strongly on the right, with Moosilauke and Mt. Gardner prominent, to Well's River.

**Well's River Junction** is a busy little market-town important as a railway center, whence lines diverge as follows:

1. To the South. See above.

2. West to Montpelier. The Montpelier and Well's River Rd., thirty-eight miles long, runs up the gorge of Well's River through

small farming and lumbering stations among lofty hills, and by numerous deep, fish-haunted ponds. It forms, with Route 41, a short line between the White Mountains and Lake Champlain. At Marshfield, on the summit of the Green Mountains (the State divide, where the pass is 1,142 feet high), the road turns sharply southwest around Lord's Hill, and descends the Winooski valley, which is more civilized. *Stages* run from Marshfield to Cabot and connect through to Walden on the St. Johnsbury & Lake Champlain Rd.; and from Plainfield to Calais (ten miles), Hardwick (St. J. & L. C. Rd., twenty miles), and North and East Montpelier. This is one of the wildest districts in Vermont.

### 3. Southeast to Concord and Boston. Route 41.

4. East to the White Mountains. This is an extension of the Maine Central along the bank of the Ammonoosuc, passing through Sugar Hill, South Littleton, Littleton, Wing Road and Bethlehem Junction to *Fabyan's*. It is described under Route 41, but is mentioned here because it forms the final part of the route of the New York, New Haven & Hartford's special White Mountain trains from New York, via Springfield

### 5. North to St. Johnsbury, Newport and Canada. See below.

**North of Well's River** small stations follow rapidly in a lovely valley surrounded by high mountains—Rygate, McIndor's Falls (lumber mills), and Barnet (dairying). From Barnet stages run to Peacham, a quiet old village prepared for summer boarders. Then follow the Passumpsic meadows, at the mouth of the Passumpsic River, where so many of Roger's Rangers, returning from their unfortunate Canadian expedition, starved to death in 1759. The Passumpsic valley is then ascended to St. Johnsbury.

**St. Johnsbury** is a town of superior attractiveness, socially and industrially.

The site is part of a large grant of land made by George III., in 1770; and shortly after the Revolution this town, first named St. Jean, in honor of a friendly Frenchman in New York, was set apart as Caledonia county, so called to express the fact that most of the early settlers were Scots. The principal man was Dr. Jonathan Arnold, of Rhode Island, who was influential in securing the recognition of Vermont to existence as a State against the claims of New York and New Hampshire. In 1786, by aid of the State, a road across the plain (now Main street) was opened, and the town became connected with the older settlements.

The site is a plateau at a comfortable height above the river. Main street curves along the edge of the plateau, and is solidly

built up with public edifices and fine residences, while a large area of beautifully shaded side streets invite the rambler. Immediately above the railroad station is the Caledonia County Court House, within a small park, which also contains a soldiers' monument—a marble statue of the Goddess of Liberty, bearing the Victor's wreath and other symbols; it is the work of Larkin G. Mead, and was erected in 1867. A short distance south brings one to the Academy founded by the Fairbanks Brothers in 1842. Near it are the finest residences, clustered into a park-like group, and occupied mainly by officers of the great scale-works. Opposite the Court House, on Main street, is the Atheneum, a big brick building, opened in 1877, containing a free public library of about 13,000 volumes, especially strong in books of art as related to industry; and an art-gallery, containing about fifty paintings, two statues, bronzes, etc. The principal paintings are A. Bierstadt's "Domes of the Yosemite," 12½x9½ feet in size (cost, \$30,000), which is most characteristic of his style; a portrait of Governor Fairbanks, by Matthew Wilson; paintings by W. M. Brown, M. F. H. De Haas, J. M. Hart, Wm. Hart, J. W. Wood; and copies of Raphael, Van Dyck, Rosa Bonheur, Rembrandt, and others. This building and the larger part of its contents were a gift to the town by the late Gov. Horace Fairbanks.

Further up the street, on the right, stands the striking Museum of Natural Science, a gift to the town from Col. Franklin Fairbanks. It is of Romanesque style, in red sandstone, with a loggia-entrance adorned with carved heads of masters in the development of zoological science.

Colonel Fairbanks was from boyhood an enthusiastic collector in natural history, and his means enabled him to enlarge his gatherings into a museum containing thousands of specimens in every class of animal life, and in the direction of anthropology and American archaeology. The preparation of many of these specimens is in the perfection of taxidermy, the labeling is excellent, the cases and interior finish of the rooms are tasteful, books of reference are provided, and a part of the building is devoted to class-rooms and lecture-rooms, where schools and societies may meet and study scientific matters. The building was opened in 1890, and the institution is, and deserves to be, very highly appreciated.

*The Fairbanks Scale Works.* which have been the making of St. Johnsbury, began in 1825, when the brothers Thaddeus and

Erastus Fairbanks, born in Brimfield, Mass., began to make here carriages, stoves, plows and similar articles. Hemp was extensively cultivated in this vicinity at that time, and these young men became large buyers of it. To facilitate handling it, Thaddeus invented a form of platform scale. This was patented in 1831, and the firm gradually devoted themselves wholly to making it. Thaddeus was an inventor of various other things, the principle of the refrigerator, in which ice is stored in the top, now universally used, being one of his notions. A company was soon formed, into which were taken the three sons of Erastus—Horace, Henry and Franklin. The business rapidly increased, until the factories were shipping scales of every sort to all parts of the world; and the works now cover over twelve acres of floor space, employ nearly 700 hands, and make an annual product exceeding \$3,000,000 in value. It also owns extensive lumber mills, the aqueducts supplying water to the town, the local gas-works and many of the houses rented to its employes, most of whom, however, own their own homes.

This company has greatly encouraged the railroad development of northern Vermont, and has done a great deal toward building up the manufacturing and commercial business of the town generally. Thaddeus was knighted by Austria; Erastus and Horace, his son, were each elected to the governorship of the State, and the others have been prominent in political and military life. It is to the use of their wealth in a public spirited way, however, that the town owes most; a strike has never occurred in their works, and the whole community has prospered with them. To them is due not only the Academy, the Atheneum, the Museum of Natural Science, the Opera House, and the North Congregational Church building, but a great number of other semi-public benefactions. "The whole town," wrote a recent observer, "is a fine illustration of what can be done when a New England manufacturer is willing to give time and money toward the town where the money is made."

*Stages* run daily from St. Johnsbury to Harvey's Hollow, South Danville and North Danville (five miles), Greensboro (three miles).

**Railroads** radiate from St. Johnsbury thus:

1. To the South. See above.
2. West to Lake Champlain. St. Johnsbury & Lake Champlain Railroad. Route 39.

3. East to Stevens and Lunenburg. This is the extension eastward of the St. Johnsbury & Lake Champlain Rd. It follows Moose River through East St. Johnsbury and West Concord to North Concord, where a lumbering branch-line leads north to the source of the river, at Stevens—among wild hills. The main line leads east, past Miles Pond and East Concord to Lunenburg, where connection is made with Route 39.

4. To the North. See below.

**From St. Johnsbury** northward the Passumpsic Rd. follows the picturesque valley of the Passumpsic River, whose water-power is of great value, straight to its source. Lyndon and Lyndonville are contiguous villages, to which many persons go for summer residence, with stages from the latter to Burke (five miles) and East Haven (eleven miles). Here were the headquarters of the Passumpsic Rd. before it became a part of the Boston & Maine's system. West Burke, the next station, is that for Lake Willoughby, six miles north, at the foot of which is a summer hotel, locally popular.

This lake, six miles long and in places two miles wide, lies between lofty mountain walls, and is very deep and full of fish. The mountain west of it is Hor, and eastward is Annanance, with Bald Hill and Westmore northward, the latter said to be 3,000 feet in height. None has been accurately measured. The scenery is exceedingly bold, precipices rising from the water in huge ledges, bristling with great gnarled trees. Mt. Annanance can be ascended by a rough trail, and the view from it is extensive and interesting, reaching from the northern end of Lake Memphramagog, in Canada, to Mt. Washington and far down the Connecticut River. Wild animals are numerous, and semi-arctic plants clothe the higher summits. Many ponds dot the neighboring valleys, whence great quantities of maple sugar are exported.

A few miles farther, past Mt. Hor and Crystal Lake, brings the train to the summit station, where the road passes over to Barton River, which it descends to Lake Memphramagog. This summit is on the divide between the Connecticut and St. Lawrence drainage basins. From Barton a stage runs twice daily (three and one-half miles) to West Glover; and from Barton Landing stages run daily west to Evansville, near the foot of Lake Willoughby, and east twice daily (four miles) to Irasburg, a large rural village, the shire town of Orleans county, resorted to by many sum-

mer visitors; other stages connect through to the Missiquoi valley to North Troy on the Canadian Pacific Ry. From East Coventry a daily stage runs to Coventry (three miles); and thence the railroad skirts the shore of the narrow southern prolongation of Lake Memphramagog to the railway junetion and steamboat landing at Newport.

*Newport* is an important and pleasant town at the head of the lake, engaged in lumbering and trading. It is the northern terminus of the Boston & Maine Rd., the southern terminus of railroads to Quebec and Montreal, and has stages to Charleston (nine miles southeast) and Derby (four miles northeast) twice daily. Steamboats leave every morning in summer for the tour of the lake.

**Lake Memphramagog** is a body of water lying across the Canadian boundary, and having several towns upon its borders; it is thirty miles long and from two to four miles wide, narrowing somewhat in the center, where Bear Mountain, indicating the international boundary-line, rises from the western shore. Many islands and now and then a small village are seen as the steamer passes north into Canada. Magoon's Point, on the eastern shore, has a large cavern, to which legends are attached; and beyond it is Owl's Head, a rounded mountain, some 2,700 feet in height above the lake, ascended by a path, and giving an exceedingly wide view over the lake, the rough mountainous country south and west, and the great plain in the north sloping down to the St. Lawrence River. The Mountain House is a small hotel, near which are recreation grounds, where many tourists remain until the return of the steamer in the afternoon. Georgeville and Knowlton's Landing are small summering stations reached by stages and steamboats, and Magog is a considerable village and railroad station at the foot of the lake. A carriage road runs thence (five miles) to the summit of the lofty Mt. Oxford. The steamer returns to Newport about sunset.

**Newport to Quebec.**—Trains of the Quebec Central (Grand Trunk) Ry. run from Newport along the eastern shore of Lake Memphramagog through North Derby, Vt., to Stanstead Junction, whence a short branch runs west to Stansted, a manufacturing village on the Canadian side of the Derby River, and connected

by a bridge with the Vermont village Derby Line (stage to Holland, six miles). Each is a local summer resort. The main line then proceeds to Sherbrooke, where one route takes the traveler to Montreal and the other down the quaint French Chaudiere valley to Quebec.

**Newport to Montreal.**—The Canadian Pacific Ry. extends west from Newport along the international boundary, passing along the southern base of Bear Mountain to North Troy, whence stages run up the Missouqui valley to Troy, Westfield (at the eastern base of Jay Peak), and Lowell, connecting there for Irasburg, Barton Landing and Hyde Park. The line then curves into Canada, dipping again into Vermont at Richford (Route 42), whence it turns abruptly northward and makes its way through a level, wooded and sparsely settled country to Farnham, St. Lambert and the great cantilever bridge over the St. Lawrence River from Caughnawaga to Lachine, whence it turns into the Windsor Station, on Dominion Square, Montreal.

#### Route 10.—New York to Vermont via New London.

This is the route of the Central Vermont Rd.

From New York take the Shore Line (Route 6) or Norwich Line steamboats (Route 5) to New London, Conn., for New London, and thence to Norwich. (See Route 5.) From Norwich the line ascends the pretty Yantic valley, giving an excellent view of the picturesque gorge and fall of the Yantic River, where, tradition says, an Indian leaped the chasm to escape pursuit, and passes through Yantic (mills), Franklin and Lebanon,—the last the station for Lebanon village, three miles west by stage, where, during the Revolution, lived the Trumbulls, of whom Jonathan Trumbull was then the governor of the State, and one of the most active of Washington's supporters in New England. He it was to whom Washington gave the kindly nickname "Brother Jonathan," which has come to stand for the typical citizen of the United States. The village fell into a quiet, after the close of the Revolution, from which it has never aroused itself, except to receive summer visitors of retiring tastes. The old "War Office," the ovens in which bread was baked for Rochambeau's army when it was encamped here, and other relics survive. Consult an illustrated article in the Connecticut Quarterly, Vol.

II., 1896, No. 3. South Windham and the milling hamlets thence to Willimantic (Route 7) follow. North of Willimantic the railroad follows the river through a charming agricultural region, with factory towns along the valley. Eagleville has mills making cotton sheetings; and at Mansfield are several factories of sewing silk, an industry a century old in that locality. Tolland is the station, by stage for the county seat of Tolland county, four miles west. Stafford Springs is a pretty little town containing chalybeate springs, visited for the past 120 years on account of the proved value of the waters in skin diseases. A sanitarium, bottling establishment and woolen mills are here. Crossing into Massachusetts, the quarrying villages about Monson (where there is also a strong Academy, and the State Primary School), are passed, and *Palmer* is reached. See Route 8. Stages run to Parksville, Brimfield, Wales (near Mt. Hitchcock), Holland and other neighboring towns. The Athol Branch of the Boston & Albany Rd. diverges northwestward. The trains of the Central Vermont Rd. stop at Palmer for meals.

*North of Palmer*, three miles, is Three Rivers, a manufacturing and railroad town at the confluence of the Swift, Ware and Quaboag rivers to form the Chicopee. The Athol Branch of the Boston & Albany Rd. comes here, and is crossed at Barrett's Junction, two miles above. A pleasant, hilly, sparsely cultivated region follows, with the summits of the Holyoke Range conspicuous in the west and ahead. Belchertown is an historic old farming center, in the district disturbed a century ago by "Shays' Rebellion." In Pelham, near by, was the home of Shays, and the Conkey Tavern, where he plotted and organized, still stands; and there his bands were dispersed by the troops under Lincoln, who marched upon them from Northampton through Hadley and Amherst. These towns are in a circle of fishing ponds. The tracks of the Central Massachusetts Rd. (Route 12) are closely parallel on the right all along this part of the run, but cross to the left just above there, and disappear as Amherst is approached.

**Amherst** is a sedate and pleasant old village, on high ground half a mile west of this station (on North street), or north of the Boston & Maine station (on Pleasant street), and is known everywhere by reason of its college and lesser schools. The center of

the village consists of a long, shady common, at the northern end of which are the hotel, the few stores, the handsome new Town Hall, containing the town offices, a public auditorium and Soldiers' Memorial Tablets. Along each side of the common are ranged the homes of many of the older families, and some new buildings belonging to Greek letter fraternities, the social features of which are highly developed at this institution.

**Amherst College**, dating from 1821, occupies scattered buildings on a richly shaded hilltop overlooking a charming landscape toward the Holyoke Mountains and across the Connecticut valley. The Chapel, the Gymnasium with its trophies, the Athletic field, the Observatory and new Laboratories, and the fine Library (64,000 volumes) in which are many portraits and a series of highly interesting slabs from the palace walls of Sardanapalus at Nimroud, sculptured in the earliest style of Assyrian art, are all worthy of attention. Williston Hall, a plain brick building facing the village (open daily during warm weather; in winter apply to the janitor), contains the Mather Collection of Art, consisting of a large number of casts of statues, groups, friezes, architectural details, etc., illustrating not only classic sculpture, but the work of Michael Angelo, Canova and Thorwaldsen; also full-sized casts of the Ghiberti gates at Florence and the Crawford senate-doors at Washington. (See Rand, McNally & Co.'s Handy Guide to Washington, Chapter II.) The Natural History Museum is in the furthermost building of the college row, and contains large and interesting collections in general zoology, including the classic models of Auzoux, and the original bird-collection, (about 600 specimens), made by J. J. Audubon, the great ornithologist. The Ware Museum of American Indian relics comprises 3,500 specimens, mainly obtained in the Connecticut valley. This cabinet, however, is strongest in geology, and especially in the specimens illustrating ichnology,—the study of the "bird-tracks" found in such abundance in the sandstones of the Connecticut valley, and now understood to have been made by reptilian animals of types long extinct, and often of huge size and strange characteristics. The earliest student and collector of these was the eminent Dr. Hitchcock, whose specimens most of these were.

The country about Amherst abounds in beauty and historic interest, and is crossed in all directions by superb roads for driving

or bicycling, while carriage-roads or footpaths lead to all the mountain tops. The Mt. Pleasant House is a local summer resort near by; and the village itself is largely visited by city people in hot weather.

North of Amherst the train passes through a hilly region, with occasional far outlooks over the Connecticut valley. North Amherst, Leverett and Montague City, near Lake Pleasant, are picturesque villages, the latter having 6,000 inhabitants and sloping down to the Connecticut with a station on the Fitchburg Rd. Just beyond Lake Pleasant and Green Pond (glimpses of Greylock in the west), Miller's River and the Fitchburg Rd. (Route 19) are crossed at Miller's Falls, where the water-power is utilized by small factories. Northfield Farms, on the Connecticut, follows, and then *Northfield*, an old and, until recently, obscure village on high ground, having wide and beautiful outlooks.

As the early home of D. L. Moody, the evangelist, this town was chosen by him and his friends as the site of his Christian Schools, and attracts in summer a great number of persons who mingle with their vacation pleasures the mental and moral enjoyments of attendance upon the successive religious "conferences" that assemble here. Moody's three schools are a Young Ladies' Seminary, a Training School (for Christian workers, missionaries, etc.), and the Mount Hermon School for young men. The first two have large and handsome buildings in the village; the last occupies a conspicuous building and attached cottages on the far-viewing summit of Mt. Hermon, east of the Connecticut and eight miles distant by road and ferry. Students of these schools form the servants and waiters at the large hotel in summer, where home-like entertainment takes the place of fashionable gayety. The walks and drives about Ncrthfield are varied and delightful. Mounts Toby, Wantastiquet and the Green Mountains are in view from the village.

Just north of Northfield the Connecticut is crossed upon a lofty bridge, giving a charming view, and South Vernon, on the Vermont boundary, is the next station. Here the Connecticut River Rd. is crossed, and the Ashuelot Rd. diverges to Keene. See Routes 9 and 19. The train then proceeds along the green intervals ten miles to the terminus of this Division at Brattleboro, Vt.

**Brattleboro** is the oldest town in Vermont, having arisen under the protection of Fort Dummer, and is beautifully situated on the hills between the Connecticut River and Whetstone Brook.

The station is down under the bluff, and at the head of the short hill electric cars will be found on Main street, running south to Cemetery and Prospect hills, whence beautiful views are obtained, and north and then west two miles to West Brattleboro (the seat of a large school) along a beautiful old road. The village contains many costly and elegant homes, mostly surrounded by hedges which flourish here exceedingly; has a commodious Town Hall, containing the Postoffice and a new theater, seating 900 persons; and a Public Library, occupying a handsome new building given to the town in 1887 by the late George J. Brooks, whose portrait, by Hardie, adorns the reading room.

It has 12,000 volumes, and the basement is devoted to the museum of the Tyler Natural History Society, which is one of the most admirably arranged, well-labeled and compendious zoological collections of small size in the country; its special feature is the collection of shells made by the late Admiral Green, U. S. N. This town has furnished many men of wide reputation in New England, and was a favorite visiting-place of Daniel Webster. Here were born the painter Wm. M. Hunt, the architect Richard M. Hunt, and the sculptor Larkin G. Mead,—a specimen of whose work is seen in the monument to Col. "Jim" Fisk (also a native) in the interesting graveyard on Cemetery Hill, which cost \$25,000, and is an object of continual curiosity to strangers.

The novelist, *Rudyard Kipling*, makes his home on the Balestier farm, three miles north on the Dummerston road. An immense institution in beautiful grounds sloping down to the meadows in the northern part of the village is the Vermont Retreat, an insane asylum formerly controlled by the State, but now in private hands. The manufactures of Brattleboro are considerable, the leading interest being the Estey Organ Works, which have a group of nine buildings and employ several hundred men. The Carpenter Organ Factory is another of large size, and there are various lesser industries. The excellent social and financial condition of the operatives in these works is one of the interesting features of the village. Drives and places of interest in the neighborhood are numerous. Mt. Wantastiquet, across the river, may be ascended by a carriage road (two miles), and affords an extensive view over parts of three States. The daily stage to Chesterfield, N. H., continues, in summer, to the shore of the charming, hill-girt Lake Spofford, offering boating, fishing and rural walks. Daily stages also run to Hinsdale, N. H. (Route 9), and West to Marlboro, Jacksonville and Wilmington, twenty miles.

**Railroads** diverge from Brattleboro as follows:

1. Southward. See above, and Route 9.

2. Northward. See Routes 9 and 43.
3. To Londonderry. A narrow gauge branch of the Central Vermont Rd. extends northwest, up the West River valley, thirty-six miles, through pleasant country towns, filled with summer boarders.

The line follows the windings of a deep and picturesque gorge, keeping close company with the brawling stream. Newfane is the shire town of Windham county, and a summer resort. Townshend and Winhall follow to the terminus at South Londonderry, where stages connect with trains for Londonderry and thence across the mountains to Chester and Manchester (Route 43).

#### Route 11.—New York to Northampton, Shelbourne Falls and Turner's Falls, Mass.

From New York the railroad (Route 6) may be taken to New Haven, or the steamboat, as the latter makes close connection with trains on the wharf at New Haven.

*The New Haven Steamboat Line* sends powerful and most commodious steamers from New York to New Haven twice daily, one at 3 p. m. and the other at 12 midnight. The trip is only five hours, the afternoon boat reaching New Haven before dark, in mid-summer, and furnishing a delightful experience. State-rooms or berths on the midnight boat may be taken at 10 p. m., and breakfast obtained on the boat, *a la carte*, in the morning. This forms part of a through route to the White Mountains and Canada in summer.

Leaving New Haven, the trains turn north and pass through the heart of the city by a deep cut,—the bed of the old Northampton canal. This passes between East and West Rocks, and emerges into a beautiful rolling country with the Hanging Hills of Meriden ahead on the right. Centerville, Mt. Carmel and Brooksvale are farmers' villages. Near West Cheshire is an Episcopal military academy, founded in 1801. Southington, the next town north, used to produce unlimited Yankee peddlers and tinware, but now manufactures iron. At Plainville, the New England Rd. from Waterbury to Hartford is crossed, ten miles west of New Britain; and at Farmington, a branch railway diverges northwest, up the valley of Farmington River to Burlington, Collinsville and New Hartford. These are important manufacturing towns, for which see Route 17. An electric road extends from Farmington to Hartford.

*Farmington* is a beautiful old village, largely increased in

summer by refugees from the heat of the city, in the center of the rich "Tunxis Valley," as the Indians called the vale of the Farmington River, which rises in the Berkshire Hills and empties into the Connecticut above Hartford, after a very crooked course. Its course is crossed and then closely followed by the railway from Farmington down through Avon and Weateague to Simsbury, where the Philadelphia, Reading & New England Rd. crosses this line and the river. Hoskins and Tariffville are mill villages close by, taking advantage of the waterpower in the river, which here turns to the east between high hills. Just above is Granby, which has a gruesome reputation on account of the abandoned State Prison, called the "Connecticut Newgate" (see illustrated article in New England Magazine for 1895). This was a rude stone structure on the summit of Copper Hill. Previous to 1760 extensive copper mines had been dug into this hill, and the old shafts and tunnels were utilized as a grim prison by the state until 1827. Copper Hill is seen on the right as the train proceeds out of the state through that curious notch that encloses all of the town of Southwick in Massachusetts. Southwick Station, Massachusetts, is on the shore of Congamuck Pond, at the southern end of the Holyoke Mountain range, and in the midst of a lovely farming and dairying country. This brings the traveler to Westfield and the crossing of Westfield River and the Boston & Albany Rd. (Route 20), where a branch road strikes north-east into the city of Holyoke (Route 9). Passing on among the hills to the valley of the Manhan River at Southampton, Mt. Tom comes into view on the right and Mt. Pomeroy on the left, and the train descends to Easthampton. This brisk village is known not only for its many factories of buttons, thread and elastic goods in great variety (especially suspenders), but for its religious school, Williston Seminary, created by the principal citizen of the place, who has been a great benefactor of Amherst College, Holyoke Seminary, and many other institutions and churches in the Connecticut Valley. The Memorial Building, City Hall, Public Library and several churches are all notable buildings in this interesting old town.

Mt. Tom Station and Smith's Ferry (over the Connecticut) are reached from Easthampton by a branch railroad (3 miles). See Route 9.

Five miles north of Easthampton the Connecticut River is reached at Northampton (Route 9).

North of Northampton the railroad runs up the west bank of the Connecticut, along the level and beautiful intervals, and parallel with the Boston & Maine line (Route 9). Stations at West Hatfield and Whately to South Deerfield. Here one branch proceeds north through the Deerfields and Montague City to *Turner's Falls* (Route 9); and another turns west to Conway and Shelbourne Falls on Deerfield River and the Fitchburg Rd.

#### Route 12.—Northampton to Boston by the Central Massachusetts Railroad.

The old line of the Central Massachusetts, now a division of the Boston & Maine Rd., runs from the Connecticut Valley to Boston by a line north of Route 8, but is not a part of any through line between the East and West.

Leaving Northampton (see Route 9), the train crosses the Connecticut River and proceeds east up the valley of Fort River, with the Holyoke Range standing like a wall along the southern horizon, through historic Old Hadley to Amherst (Route 10), where it turns southward and descends the Tabish River Valley, parallel with the Vermont Central Rd., through South Amherst, Dwight and Belchertown to Bondsville, where it crosses Swift River and the Athol Branch of the Boston & Albany Rd., then turns northeast, up the Chicopee Valley, parallel with the Winchenden Branch of the Boston & Albany Rd. (Route 8), which it accompanies as far as Coldbrook. Here it turns to the east and passes through the agricultural and dairying hill town of Rutland to Jefferson, where the line between Fitchburg and Winchenden is crossed.

*Rutland* is an old and interesting place, dating back to 1686. Main Street was laid out about 1722, ten rods wide through the center of the town for nearly two miles. At the western terminus of this wide thoroughfare stands the finely preserved house owned and occupied by Gen. Rufus Putnam, of Revolutionary fame, and a half mile further west is the spot where Burgoyne's army were quartered as prisoners of war, having been sent from Cambridge in 1778. An immense well marks the spot of their encampment, which was built by them as a pastime, and the masonry remains as perfect as when first completed. An iron

spring near West Rutland has waters strongly impregnated with iron and valued for medicinal qualities. The Central Tree of Massachusetts stands about a mile east of the center, and is a prominent landmark. Many of the ponds abound in excellent fish, and the streams afford good sport for the angler in May and June.

A few miles farther, where the Stillwater River enters the Quinapoxet River at Oakdale, the Fitchburg Rd. from Worcester to Fitchburg (Route 8) is crossed. The line then follows the Nashua Valley through the hills of Boylston to Berlin, where a railroad from South Framingham to Fitchburg crosses, and on to Hudson, whence a railroad goes south to Marlborough and South Framingham, and north to South Acton. South Sudbury is the next station of importance, where a line from Framingham to Concord Junction crosses.

The suburban towns of Wayland, Tower Hill, Kendall Green, Waltham (Route 19) and Cambridge rapidly follow, and the train enters the Union Station, Boston.

#### Route 13.—New York to the Naugatuck Valley and Winsted, Connecticut.

*The New York, New Haven & Hartford Rd.* runs through cars, attached to certain trains, from the Grand Central Station in New York to Winsted, Conn., the northern terminus of the Naugatuck Division of that system. The main line (Route 6) is followed as far as Naugatuck Junction, on the eastern bank of the Housatonic River.

*Bridgeport*, however, is the proper southern terminus of this division, where passengers change cars when necessary. Bridgeport may also be reached by steamboats, leaving New York, foot of Catherine Street, E. R., morning and afternoon, and landing near the railroad station.

From Naugatuck Junction the trains turn northward up the Housatonic River, keeping it in sight most of the way to Derby Junction, at the mouth of the Naugatuck River.

Here a branch comes in from New Haven through the pretty town of Orange, and another branch crosses the Housatonic to Shelton, a manufacturing village south of Birmingham, and follows the western bank of the Housatonic to Stevenson, whence a cross-railroad extends to Botsford and the Berkshire Division. A loop line also passes through Birmingham to Ansonia.

**Derby** is mainly a residence town, along the high western bank of the Naugatuck, and is an old place, the birthplace of Gen. David Humphreys, one of Washington's military aides; of Com. Isaac Hull, a hero of many naval deeds in the Tripolitan and 1812 wars; and of Gen. William Hull, who surrendered Detroit to the British.

**Birmingham**, opposite Derby, is a brisk manufacturing town, making a great variety of small metallic articles, hats, corsets, etc.

*The great stone dam* spanning the Housatonic River, in a curved form, a short distance above Birmingham and Shelton, is 600 feet long, has a fall of 23 feet, cost \$500,000, and furnishes an enormous water-power, only partly employed as yet. Since its construction the commerce which formerly ascended to this point has almost ceased.

**Ansonia** is three miles above Birmingham and Derby (by rail and electric cars from each), and is an old and busy town, overlooking the valley. Here are iron works, foundries, extensive factories of brass articles, wire, lightning rods, small articles in steel, and clocks and watches. It was famous in former years for making hoopskirts. Seymour, next above, is devoted to varied manufactures, especially cotton and woolen goods, the latter industry having been founded here in 1810 by General Humphreys, who possessed large flocks of merino sheep. It is connected with New Haven by a stage line through Woodbridge. Beacon Falls is another wool-weaving place (mainly shawls), deriving water-power from Beacon Falls in the river. Then comes Naugatuck, a dreary little town around and among the great rubber-goods factories of the original Goodyear Company; gloves, pins, etc., are also made here; and an electric railway connects it with Waterbury.

**Waterbury**, a busy city of 40,000 people, is one of the leading cities of the State. It is pleasantly situated on hills rising from the Naugatuck River, and affords delightful walks about its shady streets. The Green, in the center of the city, is a small park, adorned with a stately and costly Soldiers' Monument, by G. E. Bissell, which is among the most admirable in New England, and with a striking fountain and watering-trough surmounted by a bronze horse—the whole modeled by Karl Gerhardt. The City

Hall, the Y. M. C. A. Building, a club and good hotels front upon the Green, and near it is the beautiful new Court House. A young ladies' school on the hill, and the noble Bronson Free Library on Church Street, containing 50,000 volumes and reading and reference rooms, are notable institutions.

As a manufacturing and railroad center, the city has prospered greatly, doubling its population within twenty years. The principal industry is the working of brass and similar metals into every variety of goods, from pins and small attachments to sheet-brass, heavy castings and tubings of all sorts; there are 28 concerns in this line alone. Clocks and clock machinery, watches (including the universally known Waterbury Watch Company, incorporated 1850), buttons, bicycles, buckles and harness and carriage hardware, carriages and wagons by several manufacturers, cartridges, wire, chains, and all sorts of machinery, are other items in the long industrial list. It is called "The Brass City."

Electric cars traverse the city and its borders, and extend five miles down the valley to Naugatuck.

Stages run daily to Middlebury and three times a week to Woodbury, Watertown and New Haven.

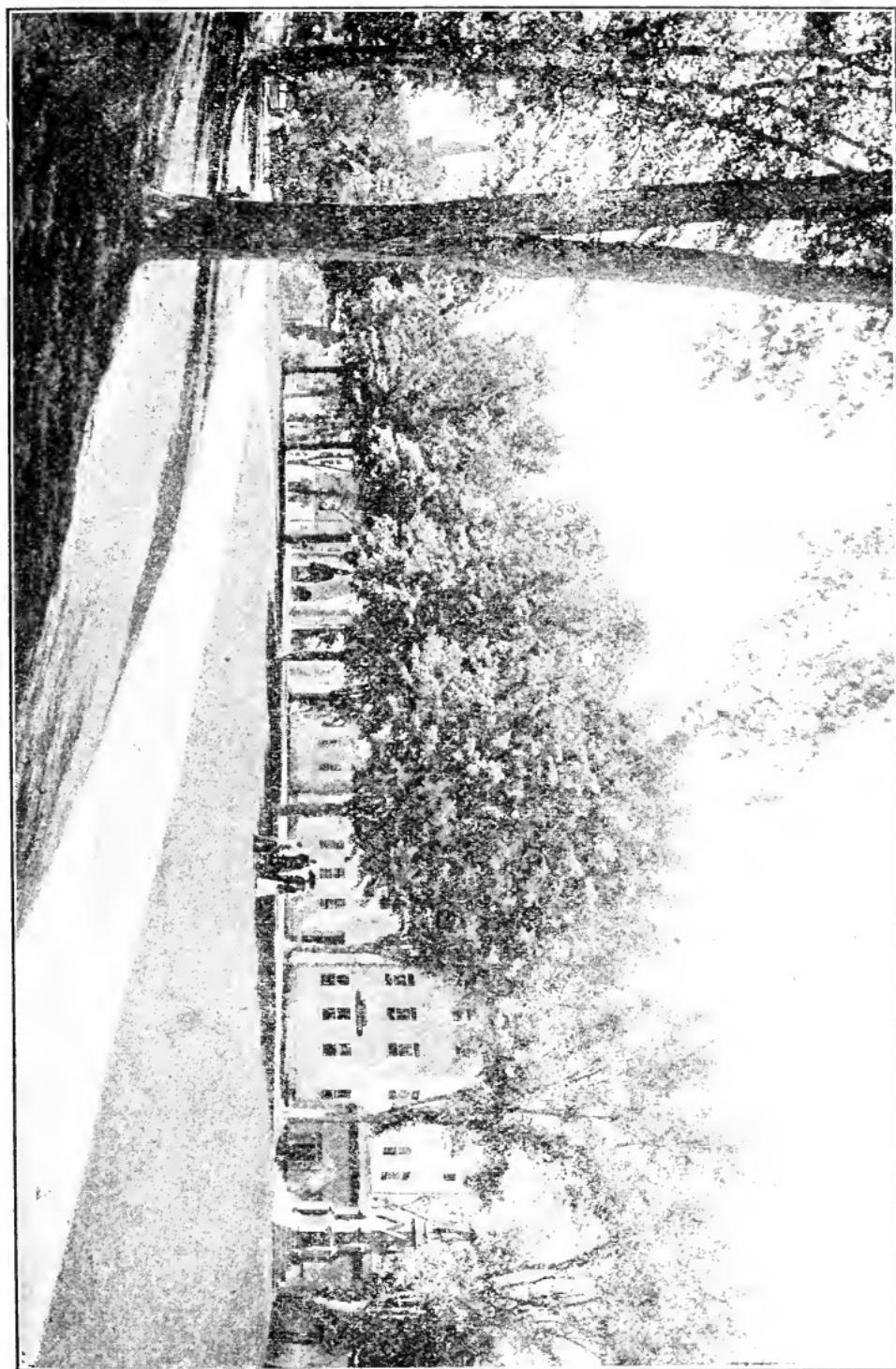
**Railroads** radiate from Waterbury thus:

1. To Bridgeport and New York. See above.
2. West to Danbury, etc. Route 16.
3. East to Hartford, etc. Route 16.
4. To Watertown and Litchfield.—A branch railroad extends northwest six miles to Watertown, a quiet and picturesque rural town, where several summer boarding-houses are opened annually. A daily stage runs four miles across the hills to Litchfield (see Route 14).

5. North to Winsted. See below.

North of Waterbury follows a series of pleasant rural towns—among them Thomaston and East Litchfield, the latter hardly two miles from Litchfield; Torrington (electric railway to Winsted) is in the center of a beautiful hill-region, embracing West Torrington, Torringford, etc., much resorted to in summer by city people, who seek the numerous private and rural boarding-places; and the line terminates at

**Winsted**, for which see Route 17.



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**Route 14.—New York to the Berkshire Hills, Pittsfield, Mass., and Litchfield, Conn.**

Through trains over the Berkshire Division (former Housatonic Rd.) of the New York, New Haven & Hartford Rd. run from the Grand Central Depot, New York, to Pittsfield, Mass., and Litchfield, Conn. They follow the main line (Route 6) to South Norwalk, where they turn north up the valley of Norwalk River. Old Norwalk, South Wilton and Cannon's (resorted to by summer boarders) bring the train to Branchville, where a spur-branch leads to the east (2 miles) to Ridgefield, an elevated (800 feet) village close to the border of Westchester County, N. Y., entertaining many wealthy summer residents. At Bethel the Shepaug, Litchfield & Northern Rd. branches to the right toward Litchfield.

**Bethel to Litchfield.**—The first station after leaving Bethel is Hawleyville, where the New England Rd. and the New Haven Rd.'s line from Bridgeport to Danbury are intersected. At Shepaug the Housatonic River is crossed, and the ascent of the Shepaug Valley is begun. Roxbury and Washington are stations, with hotels and boarding-houses, in an elevated and delightful region filled in summer with New York people. **Litchfield** itself is one of the best known and loved of the quieter summer resorts in New England, and is largely inhabited by fashionable New York families.

It is a very ancient town, the county seat of Litchfield County, once embracing all Western Connecticut (which in Colonial times was conceived to extend westward to the Pacific Ocean), and preserves many relics and characteristics of its early history, giving a charmingly quaint flavor to its streets. A century ago it was the seat of the principal law school and the first young ladies' seminary in the United States. Somewhat later it became the home of the Rev. Lyman Beecher and his remarkable family, and here Henry Ward Beecher, the great preacher and orator, and Harriet Beecher Stowe (see Brunswick and Andover) were born. "On South Street is the old Wolcott mansion, built about 1760, by Gov. Roger Wolcott, where was born Oliver Wolcott, an officer of the Continental Army, Secretary of the U. S. Treasury (1795-1800), Gov. of Conn. (1818-27). His grand-niece, Miss Alice Wolcott, now dwells there. The leaden statue of George III., which stood on the Bowling Green in New York City, was brought to this house, and melted into bullets by the Governor's daughters. Many other solemn old colonial mansions are along the roads, and French

roofs have not yet invaded this dignified seclusion. This air of antiquity, together with the balmy, cool, and salubrious breezes which dwell among these hills, have given Litchfield a high place among the restful and unfashionable of the summer resorts."

In this high, dry and hilly region the roads are kept in fine repair and the drives are of the finest and remarkable for diversity and for the magnificent trees which everywhere shade the village streets—many 100 to 200 feet wide—and the rural highways. Lake Warromaug, near New Preston, and Bantam Lake, east of the village, are favorite objects of an excursion, while many hilltops give beautiful outlooks. Stages communicate with all the outlying hamlets, in each of which the farmers receive summer boarders.

**North to Pittsfield.**—From Bethel Junction (to return to the main line) a few moments' ride, or a trip by electric cars, carries the passenger into *Danbury* (Route 16).

Leaving this bustling city he moves north to Brookfield Junction (railroad southeast to Brigeport), Brookfield and Lanesville, where the Housatonic is crossed, whereupon the train turns up the western bank of that beautiful stream to New Milford, which is populous in summer with health and pleasure-seekers. It is an active market-town among high hills, abounding in delightful rambles. Above it are passed Kent, in the center of the tobacco-growing district, and the wild, picturesque Cornwall region, where a number of villages are justly attractive to summer sojourners. One of these is Cornwall Bridge, the station for Sharon (Route 15). Rugged scenery follows to Canaan, at the crossing of Route 17 (which see for trains to and from New York, via Millerton). Canaan is a neat village north of the Canaan Mountains and on the border of the State; remarkable for the fine drives to picturesque points, such as Falls Village, Twin Lakes, six miles west, Norfolk, The Dome, and northwest into Marlboro, Mass. Marble crops out everywhere and is extensively quarried in this region. Passing into Massachusetts at Ashley Falls, the next station is Sheffield, the earliest incorporated town in Berkshire County, where the river is especially beautiful, as high hills surround it, Mt. Everett, west of the town, rising to 2,624 feet. The main street has four rows of old elms and maples. Passing along the base of Warner Mountain, with the Egremont villages in the plain at the left, the train quickly enters **Great Barrington**. This is an old, historic and important market town, one of the most at-

tractive villages in Massachusetts, and one of the foremost places in the list of fashionable Berkshire summer and autumn resorts.

The eminent divine, Mark Hopkins, was a resident here long ago, and here married the lady who afterward, as Mrs. Searles, built the palatial residence which is the pride of the place, and has done so much otherwise for the advancement and beautifying of the locality. Her example has been followed by other persons of wealth who are habitues of Great Barrington, a notable example of their generosity being the magnificent Congregational Church, whose interior fittings and \$30,000 organ surpass almost any other church in the country. Another famous resident was William Cullen Bryant, who married a lady of this town, and lived here between 1815 and 1825.

*The "State Line" branch* diverges westerly a short distance above Great Barrington to join the Boston & Albany Rd. at the boundary of New York State, furnishing a short-cut to Albany.

Next north of Great Barrington is Stockbridge, an even more ancient town, where missions to the Indians were established in 1734, and where Jonathan Edwards afterwards labored; a noble stone clock tower, with a chime of bells, now marks the site of the mission church and forms a conspicuous ornament. It is a quiet, beautiful old town, not much frequented by hotel guests, but the abode in summer and autumn of a large number of families of wealth and culture, who dwell in their own, often magnificent, country seats, which are scattered about the hills and dales along the finest of roads. No where can driving and bicycling be more enjoyable than in this district, and northward. The railroad here runs east and west with the river; but a few miles west of Stockbridge it leaves the Housatonic and turns sharply north to Lee, a town in a valley between the Green and Taconic ranges, and having a water-power which was long ago turned to use in driving paper mills. An immense quantity of fine papers is made here daily. Lee is also becoming more and more a place for summer visitors and residents. The next station may be regarded as the central and typical Berkshire Hills pleasure-place —Lenox. The village itself is not especially noticeable, and provides few amusements for the excursionist or hotel visitor; but its whole neighborhood abounds in the most exquisite scenery, and its roads have been perfected and extended until every one of the scores of storied hills, ponds, valleys and streams, each of

which is identified with some legend or the personality of some man or woman whom people honor, has been made easily accessible. In the early autumn, especially, these roads are alive with the finest outfits and in hundreds of elegant country-seats families of wealth, fashion and culture are enjoying their freedom from cares of state, business and town society. A delightful ride of six miles beyond Lenox brings the passenger to the terminus of this line at Pittsfield.

**Pittsfield** is the county seat of Berkshire County—the center of its judicial, business, and material interests. It is situated upwards of 1,200 feet above the level of the sea, and is completely surrounded by lofty mountain ranges and groups (the Taconics and the Hoosacs), and as a summering place has the combined advantages of town and country. Its whole neighborhood is delightful for outdoor life; and hotels and boarding-houses are numerous and good. Lake Onota and Pontoosuc Pond are local resorts near town.

Electric cars run from the railway station through the principal streets and eastward to Dalton.

Railroads diverge from Pittsfield thus:

1. South by the Housatonic Valley—see above.
2. West to Albany. Route 20.
3. East to Springfield and Boston. Route 20.

4. North to North Adams.—This line is a branch of the Boston & Albany Rd., leads up the Penkonnet Valley and along the reservoir to Cheshire and Goshen—delightful dairying and cheese-making villages among beautiful hills. Just beyond is Adams, a paper manufacturing town of importance on the headwaters of the Hoosick River, and the terminus of an electric line from North Adams. Here the massive Saddleback Range is close at hand in the west, dominated by the towering height of Greylock, which is easily ascended from here. (See Williamstown, Route 19). Factories cluster along the stream for six miles down to the terminus at North Adams, on the Fitchburg Rd.

**Route 15.—New York to Berkshire Co., Mass., and Bennington, Vt., via Harlem Railroad.**

Trains of the Harlem Division of the New York Central & Hudson River Rd. run through from the Grand Central Station in New

York to North Adams, Mass. They pass north along the Valley of the Bronx River to White Plains, the scene of one of the earliest of Revolutionary battles, to Chappaqua, identified with Horace Greeley, past Lake Mahopac, and on between beautiful hills, the scene of much romantic adventure in the past, partly incorporated in Irving's and Cooper's novels and sketches, to Brewster's, where the New England Rd. (Route 16) is crossed. Pawling, the station for Green Mountain Lake, Quaker Hill and the Mizzentop Hotel, Dover Plains, Amenia and Sharon follow.

*Sharon Street*, Conn., 2½ miles east of Sharon by stage, is frequented in summer by many boarders, attracted by its old-fashioned charm. The "street" is two miles long and 200 feet wide, bordered by ancient elms, and here are the Sharon Inn and many boarding-houses. The healthfulness of this high, rural locality, whose views extend far across the Berkshire Hills, and the delightful drives in the neighborhood, are its particular attractions.

At Millerton the Philadelphia, Reading & New England Rd. (Route 17) is crossed; and at Boston Corners is a second contact with the same road. Copake Iron Works is close to Mt. Everett, Mass., and Hillsdale is a frequent point of departure for Great Barrington and other Berkshire summer resorts on account of the delightful stage ride of nine miles across the hills. The terminus is at *Chatham*, a station on the Boston & Albany Rd., over which the train passes to Pittsfield, Mass., and thence by way of the Adams Branch (Route 14) to North Adams.

**Chatham to Bennington, Vt.**—The Lebanon Springs Rd. runs trains that are marvels of age and decrepitude from Chatham to Bennington, by way of *Lebanon Springs*, a watering place, with medicinal springs, formerly of high repute, but no longer patronized by the fashionable, though as high and healthful and beautiful for situation as of yore. At Petersburg Junction this line connects with the Fitchburg Rd. (Route 19), and at Bennington with the Rutland Rd. (Route 43) for Northern Vermont. **Bennington** is a neat village with a free library of 5,500 volumes, a Historical Society, a very conspicuous Roman Catholic Church of stone near the station, and the State Soldiers' Home, occupying the former private estate of Trenor W. Park. It is the county seat.

"Bennington is essentially a manufacturing locality, about a third of its population working in its mills and shops. The leading interest here is the manufacture of knit goods (begun in 1824), some of the best known manufacturers in the country having their factories here. Among other lines of production is the making of knitting machinery, light hardware, powder-mill machinery, pulp and paper-making machinery, yellow ochre, etc." The Bennington foundry was the first one in Vermont.

*The historical interest of Bennington* is its principal attraction to the visitor. Settled in 1761, it was the most populous town in provincial Vermont when the Revolution broke out. Ethan Allan's expedition against Ticonderoga was recruited here; and later there was established a depot of military supplies, for the capture of which a strong expedition was sent by Burgoyne. Stark hastily gathered an army of about 1,800 patriots and attacked the British entrenchments about five miles southwest of the village, routing the enemy and capturing a large number. The anniversary of this battle (Aug. 16) has been locally celebrated ever since; and the lofty granite obelisk which crowns a hill in the outskirts of the town is a monument to this battle. This monument may be ascended and gives a very wide view. Another grand landscape may be obtained from the summit of the neighboring Mt. Anthony (2 miles), reached by a wagon road.

#### Railroads at Bennington extend:

1. North to Glastenbury—a farming and stock-raising town, ten miles distant.
2. South to Petersburg Junction and Chatham. See above.
3. West to Bennington Junction, three miles, on Route 43.

#### Route 16.—Hudson River to Hartford and Providence.

This is the east-and-west line of the New England Rd. Co. across the middle of Connecticut. It begins at Fishkill Landing (and Dutchess Junction), on the Hudson, opposite Newburgh, N. Y., where it connects with the Erie Ry. and West Shore Rd. for the south and west. A steam ferry connects Newburgh with Fishkill Landing, whence electric cars run through Matteawan to Fishkill village (see below), where trains may be conveniently taken. Dutchess Junction (two miles south of Fishkill Landing) is another terminus, where passengers from New York by way of the Hudson River Rd. change to the New England Rd. From this point the road ascends the Valley of the Matteawan River, through



STOCKBRIDGE MASS.



Matteawan and Fishkill Village, the latter a storied rallying place of the patriot forces during the Revolution, and reaches Hopewell Junction, in a pass through the Fishkill Mountains. Here a branch of the Philadelphia, Reading & New England Rd. comes in from Poughkeepsie (Route 17), and the line of the Newburgh, Dutchess & Connecticut Rd. continues north to the summer resorts Millbrook (Halcyon Inn) and Stissing. Turning east from Hopewell Junction the New England Rd. runs through a hilly and beautiful region to Towner's Station on the Harlem Division of the New York Central Rd., which is there crossed and then followed southward to Brewster's.

*Brewster's* is a station on the Harlem Division and the terminus of the Putnam Division of the New York Central & Hudson River Rd. By the former trains are run from the Grand Central Depot, New York, to Brewster's and northward (Route 15), making connections, or in some cases diverging through cars (to Danbury) at this point for the New England Rd.

The Putnam Division of the N. Y. C. & H. R. Rd. (formerly New York & Northern Rd.) affords a direct route to Danbury and Western Connecticut. Its trains leave the station at the northern terminus of the Elevated Ry. at 155th Street and Eighth Avenue, New York, and pass north through a long series of suburban stations, reaching high ground and beautiful scenery at Tarrytown, and later giving a view of the Croton basin and the vast arrangements for the metropolitan water supply; and at Brewster's connect with the New England Rd. or proceed on its tracks as far as Danbury.

*East of Brewster's* the State of Connecticut is almost immediately entered, Mill Plain and Fair Grounds stations are passed and Danbury is reached.

**Danbury** is one of the old towns of the western part of the State, as is manifested by the great trees that border its streets; and it is the home of many wealthy families whose heads do business in New York. Two or three fine churches, a soldiers' monument, a pretty triangular park, and the avenues of elms are the features recalled by a casual visitor. It was a considerable village before the Revolutionary war, and widely known as the headquarters of Sandeman's fantastic theology. In 1777 the Hessians came here during their raid into Western Connecticut, when the fight took place at Ridgefield, in which General Wooster lost his life; and they destroyed great quantities of commissary sup-

plies. More lately Danbury's fame has reached the ends of the earth through the genial drollery of the late Editor Bailey, of the News. Lake Kenosha is a local pleasure resort.

Danbury is the principal hat-making town in New England—an industry that dates back to 1780, and now reaches a product, in a dozen shops, of 250,000 felt hats a year. Other industries include plumbing upon a large scale, the manufacture of many articles of metal, etc., etc.

Electric cars run the length of Main Street and out to Bethel—five miles.

**Railroads** radiate from Danbury as follows:

1. West into New York State—see above.
2. South to Norwalk and New York. Route 14.
3. South to Bridgeport and New Haven.—Take the New England Rd. to Hawleyville, New York, New Haven & Hartford Rd. to Botsford (Junction) and Bridgeport, or to Botsford (Junction), Derby Junction and New Haven.
4. North to Canaan and "Berkshire," Mass. Route 15.
5. North to Litchfield.—Electric cars to Bethel, or New England Rd. to Hawleyville and Route 14.
6. East to Hartford, Providence and Boston. See below.

**Danbury to Hartford.**—Proceeding northeast from Danbury, Hawleyville (Junction) is the first station; here crosses the Shepaug, Litchfield & Northern Rd. (Route 14) for the Litchfield Hills northward; and the Berkshire Division of the New York, New Haven & Hartford Rd. leading north to the Housatonic Valley and south to Bridgeport and New Haven (Route 13). A few miles farther the Housatonic River is reached and crossed at Sandy Hook, near the mouth of the Pomperaug River, which flows down from the hills about Watertown. Southford, Tolland and Osbornton are small stations in a country very lovely in summer. The mills of Union City are passed, and then comes Waterbury, described under Route 13.

From Waterbury the road proceeds north up a little valley dotted with manufacturing villages—Waterville, Greystone, Wheaton's, etc., beyond which is Plymouth, where a light-colored granite is quarried. Turning east at Terryville, the valley of a tributary of Farmington River is descended to Plainville, where the New Haven & Northampton Rd. (Route 11) is crossed, three miles

south of historic old Farmington. The next station is *New Britain*, a large and busy manufacturing town, making more locks than any other city in the country, and great quantities of hardware, tools, etc. It was the birthplace of Maj. Gen. Paterson, of Revolutionary fame, whose monument stands in Lenox, Mass.; and of the learned Elihu Burritt. An electric railway serves the town and extends to Berlin; and a steam railroad runs eastward through Berlin to Middletown.

From New Britain to Hartford this line pursues a northerly course through the pretty villages, Clayton, Newington, Elmwood and Charter Oak, into the Union Station of **Hartford**. (Route 8.)

Continuing eastward from Hartford the Connecticut is crossed into the ancient and pleasant suburb of East Hartford.

*The Springfield Branch* diverges north from here across the broad tobacco-growing meadows and through the brick-making villages of East Windsor to Melrose (where a line joins from Vernon and Rockville, southward); and thence continues through Hazardville (great powder-mills, along the Scantic River) and Longmeadow into Springfield, Mass., 32 miles. For *Springfield*, see Route 8.

Next on the main line follow Burnside (extensive manilla-paper mills), and *Manchester*. This is the center of a group of manufacturing villages in the Hockannon Valley, connected with Hartford by electric railways.

Here are among the largest factories in the country of ginghams and other cotton goods, immense hosiery-knitting mills, and five paper mills capable of turning out 45,000 pounds of coarse papers, straw-board, etc., each day. Formerly bond and bank-note paper was made here extensively, supplying several governments with stock for their treasury notes. Talcottville is a neighboring settlement. South Manchester, reached by a branch railroad two and a half miles long, southward, is a silk-making village, where are situated the great silk mills of Cheney Brothers.

Vernon is a junction point for the *Springfield Branch*, which runs north through small villages to Melrose and thence to Springfield, Mass. (see above). Rockville, a station near this line, five miles north of Vernon, and reached by a short branch from West Street Junction, is a flourishing manufacturing town; and Tolland (Route 10) is only five miles west of Rockville, by stage.

East of Vernon the New England line takes a southeasterly

course through the romantic Bolton Notch and a hilly and comparatively thinly settled region, with stations at Bolton, Steeles, Andover and Hop River, to the Willimantic River, which is followed into Willimantic (Route 7), where passengers change for Putnam, Worcester and Boston. East of Willimantic the train continues down the northeastern bank of the Willimantic River, through the factory and farming villages of South Windham (great cotton mills), Scotland, Baltic and Versailles, where it turns east to Jewett City (see Norwich) and then north along the Quinnebaug River to Plainfield, at the crossing of the Norwich & Worcester line. Moosup, Sterling and Oneco are villages east of Plainfield in the Moosup Valley, filled with traditions of Indian forays two centuries ago; and beyond the last the train passes into the hilly and picturesque country district of Kent County, R. I., where the south branch of the Pawtuxet furnishes water-power to many mills and leads the railroad to a junction with the Pawtuxet at Riverpoint.

This locality is filled with cotton and woolen spinning and weaving mills, distributed through villages that nearly touch one another, extending from Compton in the south to Hope in the north. They are served by branch steam lines, and by a local electric railway. From Westcott, just below Riverpoint, a branch railroad follows the Pawtuxet Valley down past the State Prisca and Reform School to a junction with Route 6 at Auburn, in the southern edge of Providence.

From Riverpoint the line bends northward through the mill-towns of Natick and Oak Lawn to Knightsville, on the Pocasset, where the immense stone and brick cotton mills of the Knight Brothers, said to contain more spindles than any other single establishment in the world, have caused a large village to spring up around them. This is the terminus of an electric railway, which passes with the railway through an almost continuous line of manufacturing suburbs into the City of Providence.

For Providence and the New England Company's route from Providence to Boston, see Route 6.

**Route 17.—Poughkeepsie, N. Y., to Hartford and Boston.**

The Philadelphia, Reading & New England Rd. extends from Campbell Hall, on the Walkill Valley Rd., in Orange county, New York, to Hartford, Conn., 145 miles, its trains passing over the Hudson River on the great cantilever bridge at Poughkeepsie,

N. Y. Here they connect with the trains of the New York Central & Hudson River Rd., but a ride of two miles (electric cars) is necessary between the stations. A branch from Poughkeepsie runs south to Hopewell Junction on the New England Rd. (Route 16). From Poughkeepsie the line extends northeast to Silver-nails. Here a branch comes in from Rhine Cliff, on the Hudson River, connected with Kingston, N. Y., by steam ferry, forming a direct route between northern Connecticut and the Catskill Mountains. A few miles east of Silver-nails the united line crosses the tracks of the Harlem Division of the New York Central Rd. at Boston Corners, and connects with the trains of this road at a lower station, Millerton.

*Through cars* are run, on certain trains in summer, between New York and Winsted, Conn., over this route via Millerton and the Harlem Rd. See Route 16.

Connecticut is entered immediately after leaving Millerton, and industrial villages follow in quick succession.

"The industrial value of this section of the road, embracing the whole of the Chazy formation from Millerton to East Canaan, is very large. The production of the finest grade of charcoal iron has always been a most important one. Lime is also made in large quantities, while the amount of marble and other limestone quarried is very large. It is from the marble of this section that the beautiful State Capitol at Hartford is built." Some of the iron beds have been worked for more than a century.

It is a wild, hilly, picturesque region—the lower end of the Taconic range—and abounds in attractive summer villages, such as Lakeville, on Lake Wononscopomuc, in the midst of the Salisbury Hills, and having the Hotchkiss-Yale Preparatory School. Salisbury is a village long esteemed by summer visitors for its beauty, and the high attractiveness of its surroundings, many lakes and mountain tops being within easy driving distance, and such wild scenes as Sage's Ravine and the Bish-bash Falls (twelve miles west). Chapinville and Twin Lakes are two stations on the Twin Lakes, in the northern part of Salisbury (township), which are surrounded by farms that receive boarders, and are much resorted to by fishing and picnic parties. Next comes Canaan (Route 15), where the Housatonic line to Berkshire is crossed. Eastward the line follows up the gorge of Blackberry River along the base of Canaan Mountain,

giving fine outlooks northward into the Berkshire Hills, past East Canaan (boarding houses) and around the shoulder of Haystack Mountain to Norfolk, a picturesque old village, 1,250 feet above tide water, which has lately become the summer residence of many prominent people, and attracts others to its mountainous neighborhood, where Wangam Pond is one of the special features, having several summer hotels on its banks. The next stations are West Winsted and *Winsted*. This is the busiest town in Northwestern Connecticut, having a great diversity of manufactures and a large country trade, stimulated by an electric railway south to Torrington. It is the northern terminus of Route 3, and has stage lines to Colebrook and other villages northward, populous in summer with city folks.

*Highland Lake*, just south of the town, and 200 feet above it, is surrounded by a boulevard and fine estates; and the village and its neighborhood forms a popular, but quiet, summer resort, noted for its drives and boating. For an illustrated and readable account of it, consult article "My Town," by Rose Terry Cooke, in Harper's Magazine, 1877, Vol. 55. The Terry family has been prominent in Northern Connecticut since Colonial times.

New Hartford, on Farmington River, is another picturesque summer center, where are the reservoir and dams that conserve water-power energy for the manufacturing towns below; and so this point comes the Collinsville Branch of the New York, New Haven & Hartford Rd. (Route 11). Just below is Collinsville, devoted to the making of agricultural tools, largely for export to Spanish America. Canton and Simsbury are villages entertaining many summer friends among the surrounding hamlets in the hills that divide the Farmington from the Connecticut valleys. Between Simsbury and Tariffville the railroad from New Haven to Northampton (Route 11) is crossed, and at Tariffville is a locally famous resort for picnic parties, *Bartlett's Tower*, on Talcott Mountain (altitude of top of tower, 1,020 feet above the sea; admission, 25 cents; restaurant), the view from which is unobstructed, remarkably wide, and has been warmly praised by many acknowledged judges of scenery. Powerful telescopes are provided, and the neighborhood is interesting as the object of a day's excursion. Bloomfield and Cottage Grove are suburban stations of **Hartford** (Route 8).

For Routes from Hartford to Boston, see Routes 8 and 16.

## THE CITY OF BOSTON.

Boston is not only the largest city of New England, and the headquarters of its commercial and industrial life, but the central point of its system of transportation. Rand, McNally & Co. issue an illustrated Handy Guide of the City, frequently revised, which gives full details in regard to all the streets, hotels, public buildings and places and things of interest in the city and its suburban district. This is accompanied by a detailed map, and can be procured (price, 25 cents) of any bookseller or newsdealer. It is therefore needless to make any extended description of Boston in this book; but a brief outline of the city, especially with reference to its railway stations and steamboat landings, will be useful, since many of the through routes of travel in New England require passengers to transfer in Boston, from one line of cars or steamers to another.

The railway stations are in three groups,—one at the south side of the business quarter; another somewhat west of the center, at the edge of the common, and the other on the north side.

In the former group are the following stations, side by side, on Kneeland street,—but these are soon to be replaced by one grand station, to be called the Southern Union Station.

1. New York, New Haven & Hartford Rd. (Old Colony System). Here depart and arrive all trains of this system, except those of the Providence Division, including the steamer-lines to New York, whose station is at Park Square; also the trains of the New England Rd.

This station is on Kneeland street, at the corner of South, and is passed by many lines of street cars, connecting it with all other stations and parts of the city. Carriage, express, telegraph and telephone offices, comfortable waiting-rooms with women attendants, an excellent restaurant, news-stand, etc., will be found in the building.

2. Boston & Albany Rd. (Route 20). The station of this company is next to the foregoing, on Kneeland street, between Utica and Lincoln streets. Here arrive and depart the extensive suburban trains and those to and from New York, via Springfield (Route 8) and to Albany and the west.

The remarks above as to street-cars and station accommodations apply here as well.

*The Park Square Station*, at the convergence of Boylston, Charles and Eliot streets and Columbus avenue, is next the Public Gardens and Common. Here arrive and depart all trains of the New York, New Haven & Hartford Rd. of the Providence Division and Shore Line, and of the Fall River and other steamer lines to and from New York.

This station is passed by many lines of cars, and has cab, express, telegraph and telephone agencies, barber-shop, news-stands, a large restaurant, etc.

(Northern) *Union Station*.—This vast and beautiful station, one of the most commodious and imposing in the United States, is on Causeway street, between Nashua and Haverhill, at the edge of the Charles River. It is occupied by the diversified lines of the *Boston & Maine System*, and by the *Fitchburg Rd.*; and here depart and arrive the trains of every railroad leading north and east to the North Shore, Maine, the White Mountains, Vermont and Canada.

In this station are the head officers of the *Boston & Maine System* (occupying the upper part of the old *Boston & Lowell* station) and capacious and comfortable waiting-rooms, with every facility for the safety and comfort of strangers. Street cars for all parts of the city and suburbs pass the doors. Beneath a sheltering roof are cabs and carriages, and carriage, messenger, telegraph, telephone, baggage express and news agencies are at hand. One of Armstrong's largest and finest restaurants is provided, and 100,000 persons pass through this noble station daily.

#### **The Steamship Landings** are as follows:

**Anchor Line**.—(London). Commonwealth Dock, South Boston.

**Allan Line**.—(Glasgow). No. 6 Hoosac Tunnel Dock, Charlestown.

**Cunard Line**.—(Liverpool). Cunard Docks, foot of Clide street, East Boston.

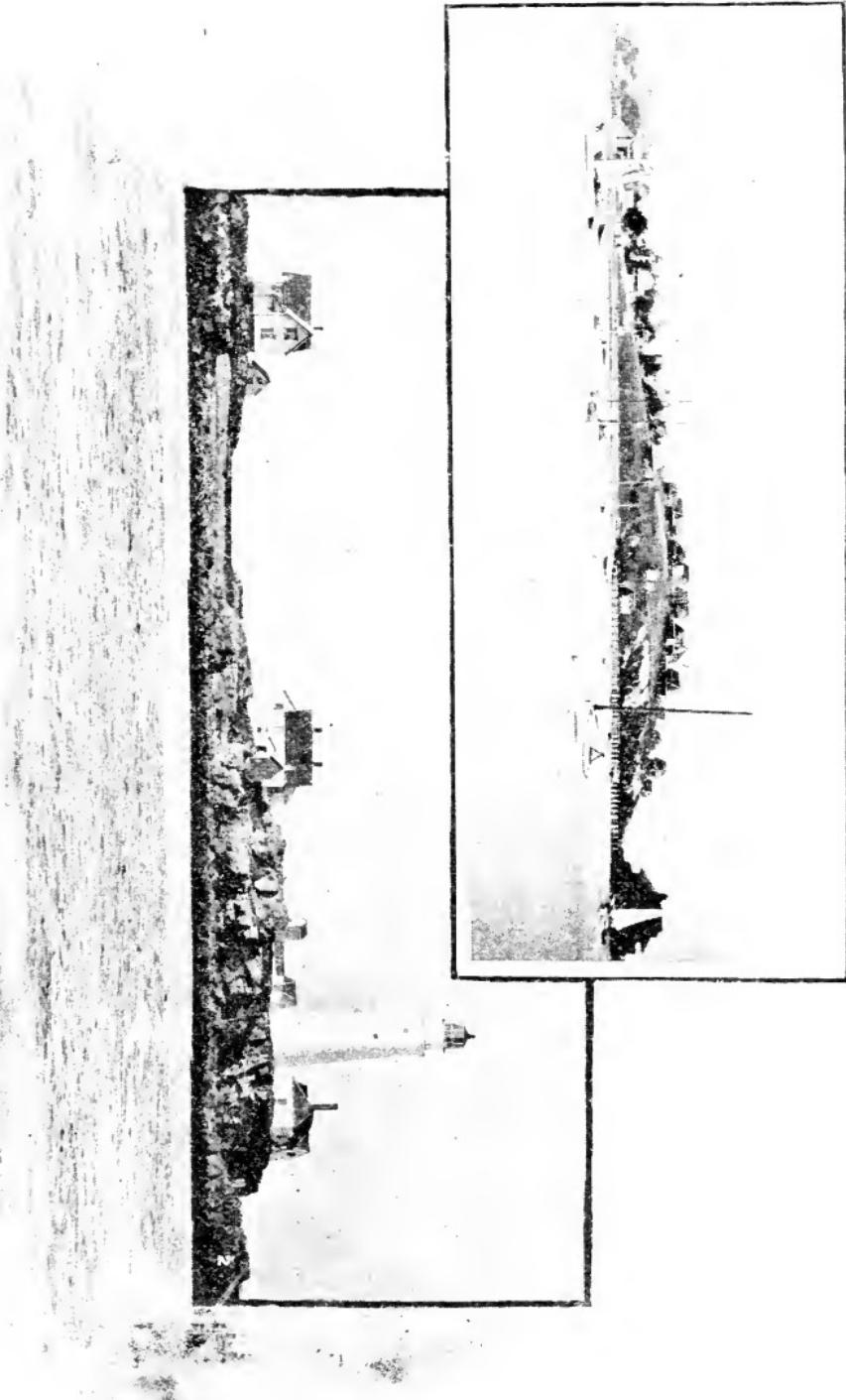
**Warren Line**.—(Liverpool). Hoosac Tunnel Dock, Charlestown.

**Leyland Line**.—(Liverpool). Grand Junction Dock, East Boston.

**Furnace Line**.—(London). Hoosac Tunnel Dock, Charlestown.

**Johnston Line**.—(London and Hamburg). New England Rd. Dock, South Boston.

**Wilson Line**.—(Hull). New England Rd. Dock, South Boston.



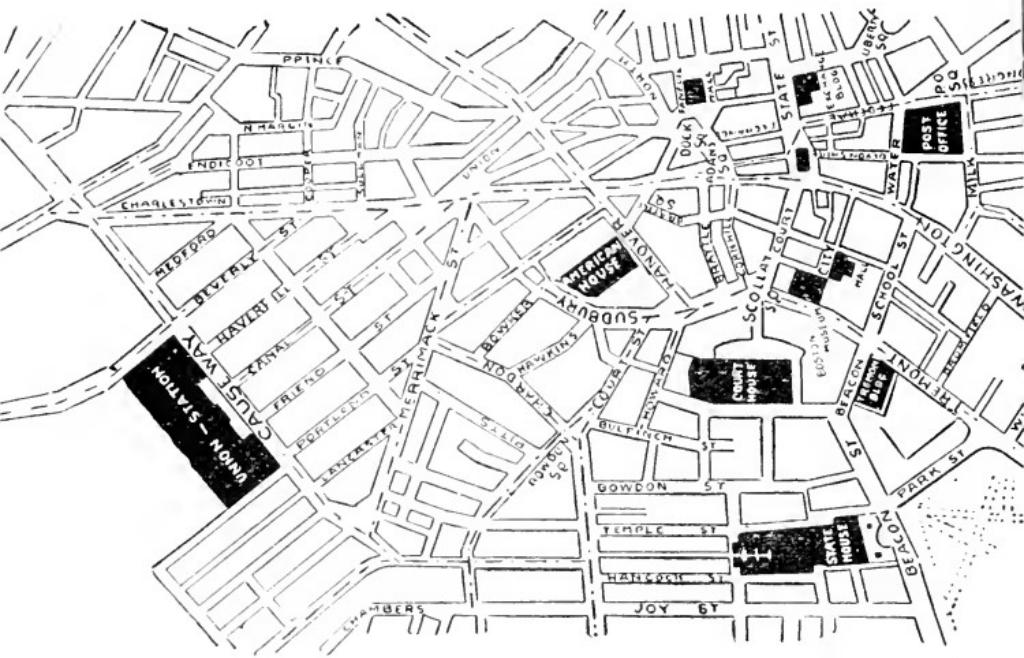
BOSTON HARBOR.—1. Hull Landing. 2. Boston Light.

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New Union Station.**

Boston & Bangor Steamship Company.—Foster's Wharf. (Bangor and intermediate points on Penobscot River.)

Kennebec Steamboat Company.—Lincoln's Wharf. (Bath and Augusta.)

Yarmouth Steamship Company.—Lewis Wharf. (Yarmouth, N. S., and St. John, N. B.)

International Steamship Company.—Commercial Wharf. (Digby and Annapolis, N. S.; Eastport, Maine; St. John, N. B., and Halifax, N. S.)

Boston & Gloucester Steamship Company.—Central Wharf.

For Provincetown.—Commercial Wharf.

For Nantasket Beach.—Rowe's wharf.

For Plymouth.—Winthrop Line Wharf.

Canada Atlantic and Plant Steamship Line.—Lewis Wharf. (Halifax, Hawkesbury and Charlottetown.)

For Philadelphia.—Central Wharf.

For Baltimore and Norfolk.—Battery Wharf.

For Savannah.—Lewis Wharf.

For Jamaica.—Head of Long Wharf.

For Portland.—Head of India Wharf. (Portland S. S. Co.)

The daily papers will give full information regarding the many summer excursion steamers, which leave at almost any hour of the day, during the season, for the various beach resorts.

**Hacks and Cabs.**—The hackney-carriage and cab system of the city is under the control of the police department, and drivers are required to display a rate-sheet. The fare for an adult for short distances, within specified limits in the city proper, is 50 cents; no charge is to be made for one trunk, but 25 cents is charged for each additional trunk.

For Cabs, the charge is but 25 cents for transporting one person from any railroad station to a hotel, or from one railroad station to another.

**The Electric Street Car System** makes every part of the city accessible, and in almost every case for a single fare, by means of free transfers. These cars also extend far into the suburbs. Extending northward, by connections, to Lynn, Salem, Gloucester, Ipswich, Newburyport, Saugus, Amesbury, Lawrence, Lowell, Nashua, N. H.; westward to Waltham and South

Framingham, and southward to Dedham and Brookton, touching within this wide circle almost everyone of the crowded and beautiful suburban towns.

**Hotels** have increased and been perfected in Boston to a great extent within the last decade. In the heart of the city are the Parker House, Young's, the Adams House, Savoy, American, Crawford, Quincy, Revere, Boston Tavern, and others. The finest restaurants are all attached to them; excellent restaurants of more moderate price will be found on Washington and Boylston streets, and especially in Cornhill. None but small hotels are near the Union station, as the northern part of the city is not attractive for residence. Near the Kneeland street station is the old United States Hotel. Near Park square are the Thorndike, Winthrop, Plaza and Castle Square, while the "Back Bay" has the elegant and high-priced Vendome, Brunswick, Abbotsford and Copley Square hotels.

**Places of Interest in Boston** are numerous and scattered. The oldest part of the city is at the north end, where on the high ground, overlooking the harbor, the first settlers made their homes; and here are such historical points as Christ Church, on Salem street; Copp's Hill, and others. Nearer the business center are Faneuil Hall, at the head of State street; a little farther up Washington street, the "Old South" Church, and on Tremont street, next the City Hall, King's Chapel. A short walk from here to the State House, on the summit of Beacon Hill, will take you past the Athenæum—one of the greatest libraries in Boston. The State House overlooks the Common, across which, past the Frog Pond, you may walk to the Public Gardens, beyond Charles street, and then on down the grand Commonwealth avenue in the "Back Bay" district, to Copley Square, where are the magnificent Public Library, the great Art Museum, and the finest churches and residences.

Even a single day in Boston will make a valuable addition to one's knowledge, and no person approaching the city ought to omit as careful a study of it as his time and opportunity permits.

**Route 18.—Worcester to Nashua, N. H., and Portland, Me.**

This cross-country route is a direct one between central Massachusetts and the White Mountains or Maine coast, and forms an interesting route to and from New York by way of the Norwich Line and Route 5.

From Worcester (Route 8) the line to Fitchburg is followed northward as far as Sterling Junction, where we turn eastward into Clinton, at the intersection of a local railroad extending from Pratt's Junction, north, to Berlin, Northborough and Marlborough, south. Clinton has factories of cotton and woolen goods, fine carpets, wire netting, etc. It has a Memorial Hall, costing \$90,000, and a Public Library. The Washacum Ponds, near by, are a fishing and boating resort. Just north are South Lancaster, near which is the State Industrial School for Girls, and then Lancaster, an ancient town, the scene of battles with the Indians in King Phillip's war (1675), and in the French war (1704), and now a very charming residence-place, with finely shaded streets, a large summer hotel and a large Public Library. Farther down the Nashua River valley, here entered, are Still River and Harvard, the latter a pleasant hill-village, two miles from the station, much frequented by summer boarders, who climb Prospect Hill and boat and fish upon Bare-hill Pond. Mt. Wachusett (Route 8) is a prominent object in the west from all these uplands, which everywhere survey a beautiful and varied landscape, bounded by the Peterboro Hills and other New Hampshire highlands in the north. Ayer (Junction) is the crossing place of the main-line of the Fitchburg Rd. (Route 19), and the terminus of lines northeast to Lowell and northwest to Townsend and Greenville, N. H. The next station is Groton, a village among lakes and hills, remembered as the scene of a savage attack by the Indians during King Phillip's war, when the border settlements here were ravaged, and the incidents took place that made the neighboring town of Dunstable famous. East Pepperell (paper and sheathing mills) is across the Nashua River from historic old Pepperell. Two miles beyond it New Hampshire is entered, and soon the terminus of this division is reached at **Nashua, N. H. (Route 41)**,

From Nashua to Rochester, the next stage, fifty-one miles, the Boston & Maine Rd. takes a straight northwest course through a beautiful region of hills and lakes, about twenty-five miles

inland from the coast. Beyond the Merrimac River the town of Windham is traversed, crossing the railroad from Lawrence to Manchester; then follows Hubbard, near Governor's Island Pond, Sandown, Fremont, on Exeter River, and Epping, on Lamprey River, where the railroad from Portsmouth to Manchester is crossed. Flint and Red Oak hills overhang northward, behind which is the large island-studded Pawtuckawa Pond in Nottingham. Secluded villages in Barrington follow to **Rochester**.

This town is a populous but uninteresting place on the "Norway Plains," along Salmon Falls River, where great quantities of cotton and woolen cloth, blankets, shoes, bricks, etc., are made, largely by aid of the water-power in the Cocheco River. It is a railway center of importance (see Route 40),

*From Rochester to Portland*, the Portland & Rochester Rd. takes a fairly straight course of fifty-two miles. Crossing the Salmon Falls River into the State of Maine, it trends northeast across York county, of which Alfred is the capital. Saco River, Buxton and Gorham follow, and the train enters Portland at its own station, foot of State Street, Portland, Me.

#### Route 19.—Boston to Bellows Falls, Troy and Saratoga Springs.

This is the "Hoosac Tunnel" route of the Fitchburg Rd.,—one of the oldest in New England. Its trains use the northern Union Station, in Boston. Taking a westerly course, they pass through the crowded suburbs of East Somerville, Cambridge, Belmont and Waverley to Waltham. For this suburban region, see Rand, McNally & Co.'s "Handy Guide to Boston." Waltham is a large manufacturing city on the Charles River, connected with Newton (Route 8), and with Boston by way of Watertown, by electric cars.

*The Waltham Watch Company*, whose great factories are in the southern part of the city, and which not only employs many hundreds of skilled workmen and workwomen, but has done a great deal for the general prosperity and attractiveness of the town, is the principal establishment here. Some large cotton mills and machine shops also flourish.

Northwest of Waltham the train crosses the Central Massachusetts line, traverses Weston and Lincoln, and runs along the shore of Walden Pond, remembered in connection with Thoreau, and having a picnic station, to

**Concord.** This beautiful village, the place of one of the first battles of the Revolutionary war, and the home of many great men, ought to be visited by every American.

The center of the village, whose first settlement was in 1635, is a quarter of a mile from either of the railway stations, and is the proper place to begin a survey of the locality. Surrounding the little green are the Wright Tavern, substantially as it was when the British officers boasted there of the ease with which they would disperse the gathering "Rebels;" the Unitarian Church, where the first provincial Congress met in 1774; the quaint Thoreau Inn; and here, also, is a modern Soldiers' Monument, nearly on the site of the historic Liberty Pole. Turning from the square at the hotel into Monument street, which leads out past the old "hill" burying ground, you follow for half a mile the course of the British troops in their march hither in 1775 (for which see Route 38). A short distance beyond the track of the Boston & Maine Rd. there will be noticed on the left an old, gabled house, hidden by trees. This is the "Manse," built in 1765, where, later, dwelt the Rev. Dr. Ripley, and in one of whose rooms Nathaniel Hawthorne wrote his "Mosses from an Old Manse." Nearly opposite is an old farm house, which shows bullet-marks of the battle, and a short distance farther you come to a lane of trees leading to the left to the river and the "*old North Bridge.*" Here the fight, elsewhere described, took place. Here is the grave of the two English soldiers who were killed; and, beyond the new bridge, Daniel C. French's noble bronze statue, "The Minute Man." Mr. French was a native of Concord.

Returning to Monument square, walk east out the Lexington road to the Antiquarian Society's house, in which is a very instructive museum of historical relics. An eighth of a mile farther, a large square house on the right will be observed; this was the home of the great thinker, Ralph Waldo Emerson; and less than a mile farther along the right-hand road you might reach Walden Pond, the temporary residence, in a small house, built by himself, upon its bank, of the poet-naturalist, Henry

D. Thoreau. On this road, also, half a mile beyond Emerson's, lived Bronson Alcott, in whose home was opened the Concord School of Philosophy, and where his daughter, Louisa Alcott, wrote "Little Women," and other favorite books. Hawthorne's later home, "The Wayside," and other noted literary places, are easily discovered elsewhere in the village.

Sleepy Hollow Cemetery, where all these and many others who have contributed to Concord's fame, are buried, is in the eastern edge of the village, and should not be omitted from the list of interesting sights; while the beautiful neighborhood abounds in localities of romantic and historical interest. The roads of all this region are excellent, so that a driving or 'cycling' tour about it will be well repaid.

Just west of Concord comes *Concord Junction*, where the Concord River and Route 21 are crossed; a State Prison is seen at the right. Next is South Acton, whence a branch runs south through Maynard and Whitman's to Marlborough and Hudson on Route 12. Turning northerly, the line passes through the Boxborough hills and past Long Pond and Littleton to Ayer Junction. This manufacturing village and railroad center has railroads radiating thus:

1. Southeast to Boston. See above.
2. South to Clinton and Worcester. (Route 8.)
3. North to Nashua, N. H. (Route 8.)
4. North to Greenville and Brookline, N. H. This is a branch of the Fitchburg Rd., extending up the agricultural Squannacook valley through Townsend to Greenville, or Mason Village, a factory village on the Souhegan River in New Hampshire; stage to Wilton. A secondary branch leaves this line at Squannacook Junction, and goes down the west bank of the Nashua River through the manufacturing villages of Hollingsworth and Pepperell to Brookline, on Patanopa Pond, N. H.

5. West to Fitchburg, etc. See below.

The main line continues westward through thickly peopled valleys and the factory villages of Shirley, Lunenburg and North Leominster to Fitchburg.

Fitchburg is one of the leading industrial cities of Massachusetts, and has also many features fitting it for a pleasant residence.

Monument square, in the center of town, on Main street, has a Soldiers' Monument of great size, by Nimmo, consisting of a group of bronze figures mounted upon a massive pedestal. Around the square are the Armory, the great new Normal School (with the fine High School building beyond), and churches; opposite is the Wallace Free Library, costing \$85,000, and having 31,000 volumes, and an Art Gallery, which is worth attention. It contains a portrait of Charles Sumner, by Parker (painter of the portrait in the Capitol at Washington), of Webster, by H. E. C. Petersen, and of Rodney Wallace (donor of the building and funds), by F. K. Vinton. There are landscapes by G. Andrews, Berninger, J. A. Brown, W. G. Beaman, W. Keith and others, and notable figure-subjects by Bougereau ("Maternity"), C. Y. Turner, Jules Scalbert ("Picnic on the Seine"), Laurenti, Rodenmuller, and others. A large series of excellent original photographs of the "old masters'" work, and more modern European paintings and sculptures; and a museum of art-objects, minerals, coins, relics, captured battle-flags, etc., complete this educational display. Half a mile above, on Main street, is a small square with a fountain and bronze figures of boys just ready "to go swimmin'"; this is by Herbert Adams, a native of Fitchburg, and is good.

The manufactures of Fitchburg are along the Nashua River, which affords them water-power, and consist of extensive cotton and woolen mills, great machine shops, chair factories, four paper mills capable of making 180,000 pounds of paper each twenty-four hours, stone quarries, and lesser industries.

Electric cars reach all parts of the city, and run to West Fitchburg, and to North, West and Center Leominster.

Stages run twice daily to Westminster, Ashburnham and Lunenburg.

A railroad extends south to Worcester, South Framingham, etc., giving the city good connections with the southern coast.

*Continuing west from Fitchburg*, the mills of West Fitchburg are quickly left behind, and there the eye is attracted to the blue pyramid of *Mt. Wachusett*, off in the south—a beautiful picture; it may be reached by stage from Wachusett station, but better from Princeton. Westminster is the station for Westminster Center, three miles south, on hills of the Wachusett group. South Ashburnham is the station where the branch-road strikes west to Bellows Falls.

**Branch Line to Bellows Falls.**—This branch, from South Ashburnham, passes through North Ashburnham to Winchendon, a pleasant manufacturing and farming town on Miller's River, and a railroad junction of importance. To this point also

comes a railroad from Worcester (Cheshire branch of Route 9), via Gardner; a road from Springfield, via Ware and Baldwinsville; a line from Concord, N. H., via Hancock Junction (Route 41); and a line from Keene, N. H. It is the latter (formerly called Cheshire Rd.) which is now followed northwestward through a beautiful farming country, whose neat and aged villages are beloved of summer sojourners. Mt. Monadnock comes speedily into view ahead, and Troy is the best place for its ascent (stages to the mountain-hotel). Passing stony Marlboro and South Keene the train reaches Keene, N. H.

**Keene**, a town widely associated in the popular mind with the rural-domestic dramas presented by Denman Thompson, whose youth was spent in this locality, is a prosperous and handsome town, at the headwaters of the Ashuelot River, where a frontier fort was established about 1735, and was attacked by Indians in 1746. Many visitors come here from the Southern and Western states in summer, one of the special attractions being Lake Spofford (see Route 10) in Chesterfield, ten miles west, also reached from Brattleboro. Stages run daily to Marlow, Gilsum, Chesterfield, Richmond, Surry, Nelson, East Sullivan and Munsonville. Railroads radiate from Keene: (1) Southwest to South Vernon (Ashuelot Rd., see Route 9); (2) east to Nashua, via Hancock Junction, Lowell, Boston, etc. (Boston & Maine, Routes 41 and 43); (3) southeast to Boston via Fitchburg (see above); (4) northwest, as below.

*West of Keene* the first stop to be mentioned is at Westmoreland, among rich farms, from which the train passes down to the meadow-lands along the Connecticut, where Walpole, one of the favorite villages of all New Hampshire for summer visitors, sits between the rugged mountains and the placid intervals. This was the scene, in 1755, of one of the most terrible battles of the old French War, wherein the defeat of the raiders here probably saved the Connecticut Valley from wide destruction. Two miles above, the train crosses the river into Bellows Falls, Vt. (For this town and connections north and west, see Routes 9 and 43.)

**Resuming** the main line at South Ashburnham (Junction), the next station west is Gardner, a manufacturing and trading town, where the Cheshire Rd. crosses, on its way from Worcester to Winchendon and Keene, N. H. Baldwinsville, next west, is at the

crossing of the Boston & Albany Rd.'s Ware River branch from Ware to Winchendon. The Valley of Miller's River—a dashing mountain brook—is then followed through Royalston (stage to the center) to Athol, a lively manufacturing town and terminus of the Boston & Albany Rd.'s Athol Branch (Route 9) from Springfield; stages for Athol Center, Petersham, North Orange and Phillipston. Small villages among the hills lead the route down Miller's River Valley. Orange is the stage station for North New Salem, Millington, North Prescott, Cooleyville and Warwick; and Wendell, for Wendell Center, Lock's and Lake Wyela. In the neighborhood of the latter are mineral springs (with a sanitarium), Mt. Grace and other localities attractive to summer residents. Near Erving is the Lake Pleasant resort. At Miller's Falls, where are considerable factories, the Central Vermont Rd. (Route 10) crosses north and south; and here the road bends southward through Cheapside, crosses the Connecticut River to East Deerfield, and then Deerfield River into Greenfield. (For this important station and junction, see Route 9.)

*West of Greenfield* the route ascends the beautiful Deerfield Valley through West Deerfield and Bardwell (stages for Conway, Shelbourne and East Shelbourne) to Shelbourne Falls, where North River comes in and furnishes water-power for important tool and lock factories. Stages run to Jacksonville, Coleraine, Griswoldville, Shattuckville, Ashfield, Buckland and East Charlemont. These are rural villages, with romantic scenery, like the Coleraine, Shelbourne and Leyden gorges, filled in summer with vacationists. East Charlemont and Charlemont and Zoar, next up the valley, are in a historic and mountainous neighborhood, with stages to all the near-by villages. Here the wild Hoosac Mountains are entered; and at Hoosac Tunnel Station a branch road strikes north into Southern Vermont.

This branch (Hoosac Tunnel & Wilmington Rd.) extends north through the picturesque and historic hill-villages Logan, Rowe and Monroe Bridge, passes into Vermont at Sherman, near the lofty Jillson Hill, and continues through Readsboro and Whittingham to a terminus at *Wilmington*—a pleasant little city under Haystack Mountain, much resorted to by city people, who sustain many small hotels and boarding-houses in scattered villages reached by stage lines.

**The Hoosac Tunnel** is entered at Hoosac Tunnel Station, and carries the train through Hoosac Mountain.

"This stupendous work was 20 years under process of excavation, and cost the State about \$16,000,000. It is  $4\frac{3}{4}$  miles long, and cuts through Hoosac Mountain, whose vast bulk running north and south closed the way until the tunnel (in 1874) opened a new route, nearer by 9 miles than any other between Boston and the West, and of easy grade. The Nerthe Tunnel in Southern France, and the Woodhead Tunnel, in England, are each nearly 3 miles long; and the Hoosac is second only to the Mt. Cenis Tunnel ( $7\frac{1}{2}$  miles long). The cuttings from the ends (by power-drills and nitro-glycerine) were met by borings on grade from the bottom of a great shaft sunk between the peaks of the Hoosac Mountain. The mountain is mostly mica slate, except near the west end, where great trouble was given by a soft and treacherous pudding-stone through which a tube of brick 900 feet long was built."—Sweetser.

*North Adams* is a large and dull manufacturing town at the western foot of the Hoosac Mountain, where the Hoosac River furnishes water-power for cotton, woolen and paper mills, machine shops, etc. An electric street car line extends south to Adams, and west to Williamstown. Stages run to Briggsville, Stamford, Heartwellville, Readsboro, Sadawga, Jacksonville, Halifax, Green River, Algiers, Brattleboro and Wilmington, Vt. The North Adams Branch of the Boston & Albany Rd. terminates here, and brings through trains from New York, by Route 15. West of North Adams factory villages are passed to Williamstown—one of the oldest and loveliest villages in New England, a summer resort and objective point for driving parties in the Berkshire Hills; and the site of

**Williams College.**—This old institution covers a green, grove-grown hilltop in the center of the village with a large series of buildings, some of which are new and architecturally fine, mingled with which are some notable churches and several handsome residences. The college is especially patronized by the sons of wealthy New York families, and has some 350 students. The Library contains 38,000 volumes, with 10,000 more books in society libraries; attached to it is a small Art Gallery. The College Museum is chiefly geological. The Gymnasium, and two Laboratories, are recent and excellent buildings. The Lyceum of Natural History, an adjunct of the College, has some collections. The Greylock is an elegant summer hotel near the campus.

The highest mountains of the Taconic and Hoosac ranges are within a short distance of this lovely village, and are penetrated

by roads and paths. Mt. Greylock, the highest of Massachusetts peaks (3,535 feet), is six miles distant; a carriage road, 12 miles long, has been built to the summit, the toll being 25 cents for each horse. A foot-path is shorter. A remarkable view is obtained from Berlin Mountain (5 miles by road); and roads extend to the summits of Mts. Petersburg (5 miles), Hoosac Mountain (9 miles), Mason's Hill (5 miles) and to the curious Natural Bridge (6 miles).

*South Williamstown* is a quaint and old village, five miles southward on the road to Pittsfield. It is ensconced in hills, surrounded by old farms watered by brooks and fish-ponds, and is one of the loveliest of New England's quiet nooks. The Idlewild Hotel here has long been well known.

*West of Williamstown* the railroad winds through the hills into New York, where, at Petersburg Junction, it crosses the Lebanon Springs Rd. at Hoosick Junction, the road to Rutland (Route 43); and finally, at Eagle Bridge, meets the Rutland branch of the Delaware & Hudson Rd. (Route 44). At Johnsonville, N. Y., the line divides, one branch going down to Troy, and the others diverging to Mechanicville, Ballston Spa and Saratoga Springs.

#### Route 20.—Boston to Albany.

The Boston & Albany Railroad station is on Kneeland Street, and its suburban lines reach some of the most populous, aristocratic and beautiful of the Boston suburbs. The line, already described under Route 9, extends directly west through Worcester to Springfield, where it enters the new Union depot.

*From Springfield west* it passes through the pretty precincts of West Springfield and Mittineague to Westfield, where the Northampton Rd. (Route 11) is crossed. The course of the swift Westfield River is then followed upward toward a hilly district, which gradually becomes more mountainous, picturesque and sparsely settled as the sources of the river are reached. Chester is a station of some consequence, beyond which are only small places in rugged mountains until the western descent is begun at Washington. Presently the broad and beautiful Berkshire Valley opens to view, with the scattered streets and factories of Dalton and the distant spires of Pittsfield beneath the eye. The branch to North Adams strikes northward here; and then comes the Union Station

in Pittsfield (see Route 14). Continuing, the road bends southward through a lovely country, passing West Pittsfield and Richmond to State Line Station, where a branch road from the Housatonic Valley route (Route 14) terminates. Passing into New York State, it passes Chatham, the terminus of the Harlem Rd. (Route 15), and then swings north to Albany, N. Y. It should be noted that from Chatham a branch also extends to Hudson, N. Y., on the Hudson River, forming an entrance, not mentioned elsewhere, to the Berkshire region. At Albany the trains enter the Union Station, and form close connection with the New York Central, West Shore and Delaware & Hudson systems of railways.

#### **Route 21.—Lowell and Nashua to New Bedford.**

A useful cross-country route may be taken from Nashua or Lowell straight south to Taunton, Providence or New Bedford as follows:

*From Nashua* the Concord & Montreal Rd. runs southward in a curving course through the historic townships of Dunstable, Tyngsborough, and Westford to North Acton.

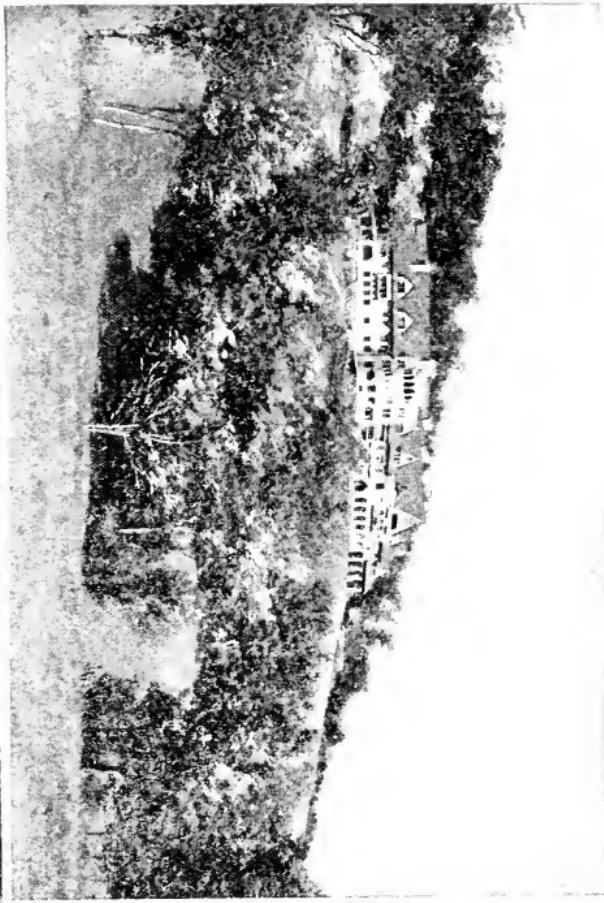
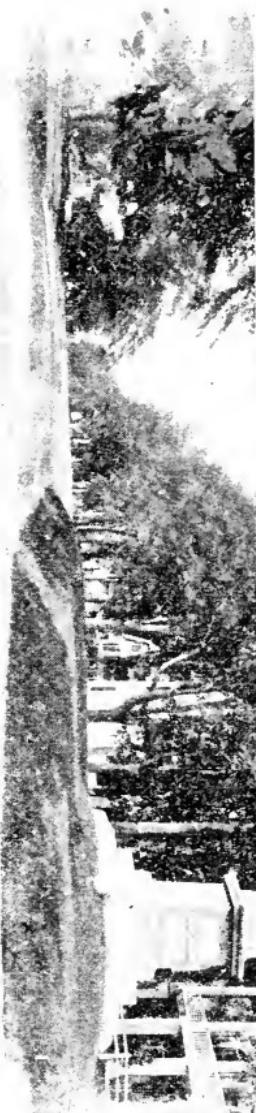
*From Lowell* the New York, New Haven & Hartford Company has a line south through Chelmsford to North Acton.

*From this point south* the New York, New Haven & Hartford Rd. has connecting lines through South Acton, Sudbury, Framingham, South Framingham, Medfield, Walpole and North Foxboro to Mansfield, where one going to Providence changes cars. Continuing, the line takes a straight course to *Taunton*, (Weir Junction—change for Dean Street, Taunton, and for Fall River), Middleboro and Taunton Junction (change for Middleboro, Plymouth and Cape Cod), Myrick's, Freetown and New Bedford (steamers to Martha's Vineyard and Nantucket).

#### **Route 22.—Boston to New Bedford.**

The "Old Colony" route (now a part of the New York, New Haven & Hartford system), followed by trains to New Bedford, is the same as that of the Fall River Line (Route 2) as far as Taunton. Leaving the Kneeland Street Station, trains pass south through Braintree, Randolph and Stoughton to Stoughton Junction, where the branch comes in from Canton, on the Providence Line. Continuing, Easton and Raynham are passed and Taunton is reached.

PITTSFIELD, MASS.—1. Main Street. 2. Residence of Anson Phelps Stokes, Esq., Lenox.



ORGANIZED 1851.

# The Berkshire Life Insurance Company . . .

*WILLIAM R. PLUNKETT, President.  
JAMES M. BARKER, Vice-President.  
JAMES W. HULL, Secretary and Treasurer*

OF  
**PITTSFIELD, MASS.**

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Its policies are protected by the Non-Forfeiture Laws of the Commonwealth of Massachusetts, which secure greater benefits to members than those of any other State.

The Massachusetts Non-Forfeiture Law applies only to policies issued by Massachusetts companies. It does not even apply to policies issued by companies of other States upon the lives of Massachusetts citizens.

Its conditions as to travel and residence are very liberal. It has a large surplus over the legal reserve and all other liabilities.

For information relating to plans of insurance apply to agents of the company in the principal cities of New England and the United States or to its head office, Pittsfield, Mass.

**Map of Berkshire County**, showing roads, schools, churches, and points of interest, sent free on application to home office or any agent.

At this large and active manufacturing town come in tributary lines from both east and west, and Route 21 from the north.

"Taunton has probably more varied industries than any city of its size in New England. The leading ones at present are the manufacture of cotton goods, tacks, nails and spikes, locomotives, cotton machinery, printing presses, stoves and stove linings, copper and zinc in all mercantile forms, britannia ware and bricks, besides which there are a large number of other manufactures carried on in small establishments "

The course is then straight south across the level and rather barren and dreary plains of Lakeville and Freetown into New Bedford.

**New Bedford** is situated on the western side of Acushnet River, the principal northern inlet of Buzzard's Bay, and has one of the finest harbors on the American coast. For nearly a century this old town, which was settled by Quakers about 1664, and began from the first to be a commercial city, was famed as one of the greatest whaling ports of the world. This business has decreased until it has almost disappeared; but it is one of the enjoyments of the stranger here to wander about the quaint old wharves, visit the dismantled whalers, and allow the imagination to revel in pictures of their adventurous careers. There are many delightful streets—notably County Street—fine old-fashioned houses and churches, and notable public buildings in the older parts of the city, which is one of the most interesting on the southern coast. The Public Library here, now housed in a fine building and having 70,000 volumes, is said to be the first one in the United States placed under municipal control. At the extremity of Clark's Point, projecting into the bay south of the city, is Fort Taber and a lighthouse, now surrounded by a public park. The drive about its shores is a great pleasure.

Electric cars go about the city, to Fairhaven, and eastward to Fall River, connecting there with the line for Taunton.

The manufacture of cotton goods here has of late years reached very large proportions (1,250,000 spindles) and drawn here a large foreign population of operatives, who inhabit the North End for the most part, where the celebrated Wamsutta Mills are situated, among others. Here also are: Twist drill works, cordage factory, glass works, silverware establishments, boiler works, brass foundries, candle and soap works, shoe factories, carriage manufacturers, boat building.

**Fairhaven**, across the river, is almost a part of New Bedford, and has grown into a large and handsome residence town, having a very notable Town Hall and Library building, the gift of the leading citizen, H. R. Rogers. *Nonquit* has long been a favorite summer resort, six miles below the city on the Bay shore.

**Steamboats** ply between New Bedford, Martha's Vineyard and Nantucket daily, or oftener, touching at Wood's Holl. For further particulars see Route 24. Local steamboats go to Nonquit, Mattapoisett, Marion (each a summer resort), Wareham, and other landings on Buzzard's Bay, whose shores are populous in summer with visitors from inland states and cities.

**Railroads** radiate from New Bedford as follows:

1. North to Taunton, Boston, Lowell, etc. See above and Route 21.
2. West to Fall River. Route 2.

3. East (from Fairhaven) to Wareham. This short line runs up the low and pretty shore of Buzzard's Bay, through the summer resorts of Mattapoisett and Marion to a junction with the Cape Cod Line (Route 23) at West Wareham, just above Wareham; it therefore furnishes an alternative route to Plymouth or Boston, via Middlebury.

#### **Route 23.—Boston to Cape Cod.**

"Cape Cod is a long, narrow, sandy peninsula, not much more than five miles wide in any place, and extending into the ocean for more than sixty miles from the southern coast of Massachusetts. In shape it is like an arm bent at the elbow—the outer shores being washed by the Atlantic, while the inner coast is laved by the tides of Massachusetts Bay. Within recent years the ancient towns on the Cape have gradually become summer resorts. A line of the Old Colony system runs the entire length of the peninsula to the terminal town—Provincetown."

The railroad runs out of the Old Colony station on Kneeland Street, in Boston, and south by the main line to Braintree, where Route 2 branches off westerly and the line to Plymouth (Route 25) toward the east. The main line to Cape Cod continues straight through Avon and Montello to Brocton, one of the principal shoe-manufacturing towns of New England, where are the factories of a widely advertised \$3-shoe, and many others. It is the terminus in this direction of the suburban electric car lines. At Matfield,

just below, comes in a branch from West Bridgewater and Easton on Route 2. Immediately below is received a branch from the Plymouth line at Whitman. Bridgewater, a large brick-making and manufacturing town, comes next. (Great quantities of ordnance were made here for the Continental Army during the Revolution.) Then the Taunton River is crossed and Middleboro is reached. This is a prosperous and pleasant farming and manufacturing town, near Assawomsett Pond, which is the largest body of fresh water in the State, and was the headquarters of the Indians who began King Phillip's War. A line of railway runs east to Plymouth from here, and two branches west—one to Fall River and the other to Taunton. A level and somewhat sandy region stretches southward to the head of Buzzard's Bay at Wareham, a neat little town interested in iron-making and oyster culture. The vicinity has many summer homes; and a railroad down the western shore of the Bay connects Wareham with New Bedford (Route 22). Trending somewhat eastward through Ware the road runs on through a marshy region and spans many inlets from Buzzard's Bay—notably Onset Bay and Cohasset Narrows—where townspeople come down to live in cottages or camp and fish. Very fine large oysters are taken from all the river mouths. The station Buzzard's Bay is on the "neck" between Buzzard's Bay and Cape Cod, where efforts have been made for many years to cut a ship-canal through the sands. Here the line to Falmouth, Wood's Holl, Martha's Vineyard and Nantucket branches off southward along the Bay coast; see Route 24.

Turning eastward here the Cape Cod line crosses along the southern edge of a great tract of almost primitive woods, still harboring deer and other wild life, to Sandwich on Sandwich Harbor,—a town once the center of a widely fertile tract, now almost ruined by sand; its settlement goes back to 1637. The old village still has many friends who return to it in summer, however; and also to Barnstable, and the many small outlying shore-hamlets near it. Barnstable is the shire-town of the Cape (Barnstable County), and is the head-office of this, the official port of entry for the whole Cape. Yarmouthport is a pretty, shady little place, whence a branch railway crosses the cranberry lands to Hyannis, on the South Shore,—a lively business town, with stages to many villages up and down the shore. It is sought for

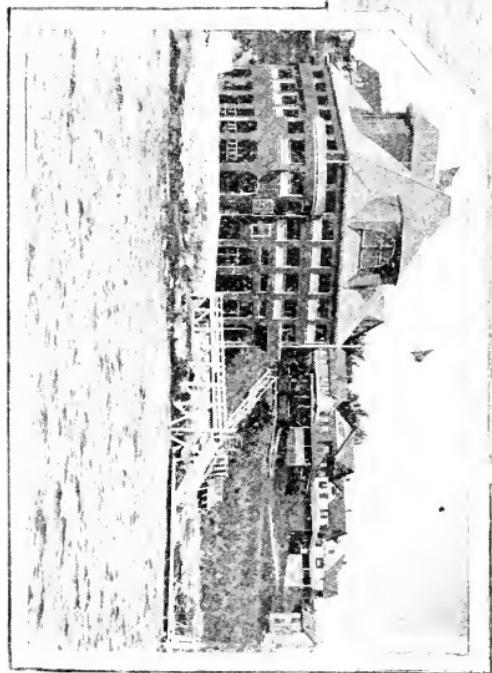
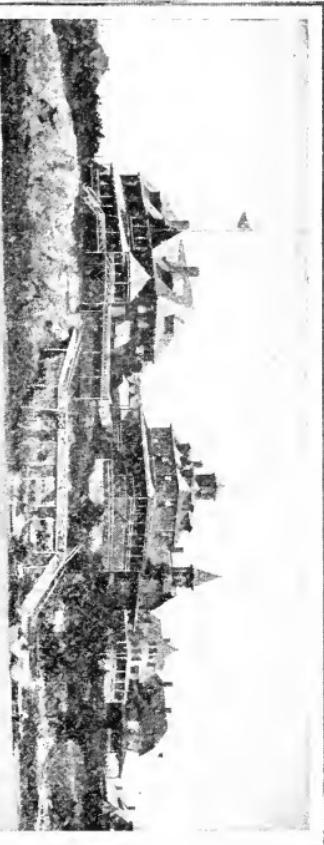
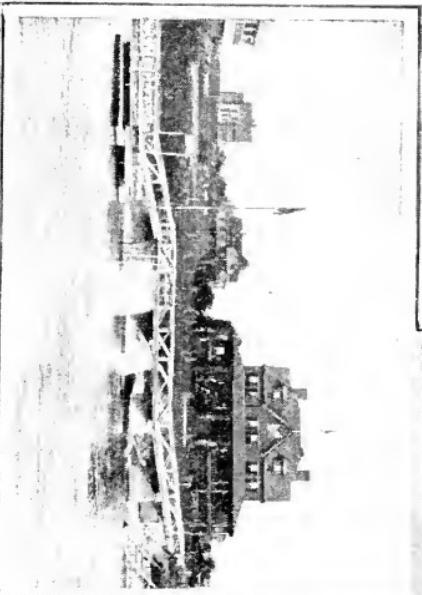
the boating and fishing in its harbor and offing. Yarmouth lies still further east, in the center of the peninsula, on the inlet called Bass River; and opposite it is Dennis, engaged in salt-making and the fisheries. Harwich is another salty old place, devoted to cranberry culture, whence a branch line runs east to Chatham and the hotels and fishing quarters along Nausett Beach at the "elbow" of the Cape.

"Lying within the tempering influence of the Gulf Stream, the waters about Chatham afford the most delightful sea-bathing, while the sandy shores and beaches naturally complete the facilities for this summer attraction. Either surf or still-water bathing may be freely indulged in by the visitor, and the very perfection of this exercise be experienced. Indeed, no form of ocean pastime is wanting here—boating, bathing, fishing, sailing, every known sport or attraction that Old Ocean has to offer within the limits of the Temperate Zone being in fullest provision or possibility."

Turning northward from Harwich the main line passes through Brewster, Orleans, on Nausett Harbor, where the Cape begins to narrow, Eastham, South Wellfleet and Wellfleet. These are curious towns among the sand hills, where every other man is a "captain," and the principal industry is the gathering, cultivation and marketing of shell-fish. Wellfleet is at the head of Wellfleet Bay, and owns many sea-fishing vessels and some oyster beds. Truro is in a sandy desert, upon whose outer beaches the fury and power of the ocean can be seen as nowhere else in this country; the talk is all of the sea, and mainly of wrecks; and Highland Light is one of the most powerful and important of all the country's lighthouses. A run along the inner shore, around Cape Cod Harbor, brings the train to the terminus, near the land's end, at Provincetown.

In this bay, held within the protecting grasp of the hooked end of the Cape, and a harbor that has been a blessed refuge to mariners since the days of the wandering Northmen, the gale-beaten "Mayflower" anchored, Nov. 11, 1620; and here its Puritan passengers drew up that compact which is the basis of American constitutional government. Nowhere else can the descendants of the Puritans or the fruit of their sturdy ideas be found in such purity as around the shores of this bay.

Provincetown consists mainly of one long street curving along the waterfront, the few back streets struggling painfully for ex-



1 Factors Yacht Club Marblehead  
2 Corinthian Yacht Club Marblehead  
3 Hull Yacht Club Hull

**YACHT CLUB HOUSES, MASS.—**

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American Plan, \$3.50 to \$5.00 per day.

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istence against the inroads of the blowing sand. It is the headquarters of a large fishing and maritime interest, outfitting vessels and marketing their catches. The town is therefore full of novel scenes to the stranger, and entertains great numbers of visitors in summer. Fishing, sailing and excursions to the outer coast comprise the amusements. A daily steamer runs between here and Boston (Commercial Street wharf).

#### Route 24.—Boston to Martha's Vineyard and Nantucket.

Three routes exist to Martha's Vineyard and Nantucket.

1. From New York, direct, by steamers of the Maine Steamship Line to Cottage City. See Route 1.

2. From the west or from Boston, via Providence and Fall River, or via Taunton, to New Bedford and thence by steamboat. This is perhaps the preferable route for travelers who are visiting this part of the state for the first time, as it allows of a glimpse of, or visit to, more interesting scenes than the next named; and in any case it would be well for the excursionist to go to the islands one way and come back the other, as the cost, time and conveniences are about equal.

*The steamboats* for Martha's Vineyard and Nantucket (Old Colony Line) leave New Bedford four times daily, on arrival of express trains, and cross to Wood's Holl, at the eastern entrance to Buzzard's Bay, where they call to receive passengers from the Falmouth train, and then cross to the islands.

3. The direct route from Boston is via Middleboro, and is the same as the Cape Cod Line (Route 23) as far as Buzzard's Bay, where it diverges to the south along the eastern shore of Buzzard's Bay, with stations at Monument Beach, Wenaumet, Pocasset, Cataumet, North Falmouth, West Falmouth, Falmouth and Wood's Holl.

This shore is a succession of summer resorts, and includes some noted estates, such as "Crow's Nest," on Buttermilk Bay, the home of the great actor Joseph Jefferson (burned in 1893); "Gray Gables," at Monument Point, the summer residence of ex-President Grover Cleveland (seen as the train crosses the railroad bridge), and many others owned by prominent men of New York and Boston. Monument Beach is a popular summer resort, and its little harbor is crowded with pleasure boats and excursion craft. Off Monument Beach is Tobey Island and the clubhouse of Boston yachtsmen. Below Tobey Island is "Wenaumet Neck,"

with "Wing's Neck Light" on its extreme point. Cataumet stretches its winding shores below Wenaumet, and these are occupied by the summer homes of cultured and wealthy people. Their next neighbors in summer time are found in North Falmouth, and are people from Newton, Mass., who call their resort "Nonantum," the Indian name of Newton. Stages run to Mashpee and other villages on ponds and inlets eastward. Falmouth is a village of considerable importance, having many summer residents, and stages go to quaint Waquoit Harbor, beyond which is the Mashpee Indian reservation. The terminus of the railroad is at Wood's Holl, at the extreme heel of Cape Cod, on a narrow tidal strait separating the mainland from the nearest of the Elizabeth Islands. These are a line of sandy and gravelly islands stretching southeast and dividing Buzzard's Bay from Vineyard Sound—the water lying between Martha's Vineyard (island) and the mainland. The largest is Naushon, which is wooded, and forms a private estate where game is preserved, etc. Nashawena and Cuttyhunk are noted as fishing places. The outermost one, Penekese, became world-famous in 1873 as the place where Prof. Louis Agassiz established the Anderson Seaside School of Natural History, which lived only two seasons. On Cuttyhunk was made the first practical attempt at English settlement in New England.

*Wood's Holl* is a small town, having fishing interests, and important commercially as the port for the steamboats to Martha's Vineyard and Nantucket. Here is the Seaside Station of the United States Fish Commission, whose dredging operations, experiment laboratories and especially the aquariums, are of great interest, and attract to this village each summer a resident corps of officials and students. The buildings are conspicuous across the harbor from the terminal station, where the steamboats to and from the islands and New Bedford (see above) meet incoming and outgoing trains.

**Martha's Vineyard** is a large island directly south of the "heel" of Cape Cod and separated from it by the narrow Vineyard Sound, which is the track of all coasting vessels and the highway of more ocean traffic each year than anywhere else in the world, except the English Channel. Its name goes back to Gosnold's discovery in 1602.

After occasional visits a permanent settlement was effected by the Mayhew family, under Lord Sterling, in 1642; and these people, by their kindness to the Indians, retained undisturbed possession until 1710. The island became the home of a hardy race of fishermen and whalers, and began to be resorted in summer

half a century ago by families from the interior of the state, the Methodist camp-meetings having been begun in 1835. This and the Elizabeth Islands constitute Dukes County, whose capital is Edgartown.

*Cottage City* is the principal port on Martha's Vineyard, and the center of its summer life.

This is a "city" of summer houses. "From the lordly palace-cottage, fitted for the occupancy of a millionaire governor of the commonwealth, and the ornate, many-gabled club-house, sheltering the representatives of wealth and luxury from many centers, to the humble, tent-roofed cot of the camp-meeting pilgrim, every kind and description of summer dwelling is included within the house provision of *Cottage City*." The streets are irregular, winding and broken by parks and circles, shaded by oak trees and opening into lanes; and in the center of Trinity Park—the original camp-meeting grounds in which the city originated—rises the great Tabernacle devoted to the religious assemblies which are the peculiar feature of this locality. The Highlands and Oak Bluffs are extensions northward, on the high bluffs of the East Chop, each having a steamboat landing and a tramway to *Cottage City*.

The East and West Chops are capes forming the northern points of the island, and inclosing Vineyard Haven—a fine harbor, often thronged with vessels seeking refuge from storms. The beautiful village of Vineyard Haven lies on the western shore of the harbor, and is connected with *Cottage City* by ferries and fine roads. North Tisbury is an old-fashioned place on Vineyard Sound; and Gay Head is at the western extremity of the island, and a popular objective point for driving parties.

From *Cottage City* southward a railroad runs to Edgartown (6 miles) and on to Katama Point (9 miles).

*Edgartown* is the original port of the island, and formerly was the headquarters of a whale fishery known the world over; it is on a capacious harbor, opening northward, and communicating with Katama Bay, opening southward, by a passage, which cuts off Chappaquiddick Island, whose beach (Cape Poge) forms the easternmost limit of the Vineyard. *Katama* is growing into a fine and fashionable summer resort. From Edgartown fine roads extend westward to Oyster Pond, Tisbury, Peaked and Prospect

Hills, and all parts of the island; and driving is the principal recreation on shore.

**Nantucket** is reached in the same steamer (twice daily in summer), after calling at Martha's Vineyard, the distance being about 28 miles from Cottage City. It lies a little south of east of Martha's Vineyard, and has much the same character—gravelly hills, covered by half cultivated farms. It and Muskeget, Tuckermuck, and some other adjacent islands, form a county of Massachusetts.

Rediscovered by Gosnold in 1602, after having been lost sight of by the Norsemen, it became part of the Sterling-Mayhew possessions in 1641, and in 1659 was first settled by the ancestors of families still prominent in Nantucket affairs. A house still standing was built in 1686; and the vestry of the North Church dates from 1711. From the earlier times Nantucket men became famous in whaling, originally pursued in row-boats and sloops from the shores; and a characteristic of the local architecture was the "whale walk," or outlook on the roof of each house near the shore. From about 1730 ships began to be built for whaling on the high seas, and before the end of that century Nantucket whalers were known in every sea and annually penetrated the remotest open water of the Arctic oceans. The whole island became devoted to this industry, and a nursery of seamen; after 1840, however, the business declined until it expired with the departure of the last whaling ship in 1869. This sketch has been given because it is necessary to an understanding of the whole appearance, sentiment and picturesque interest of this strange isle of the sea, to which thousands of visitors now betake themselves in summer. With the decline of whaling and the diminution of maritime interests generally, all the industries, prosperity and population of the island declined, until the 10,000 permanent residents there in 1840 are now reduced to 3,000.

*Nantucket* is the principal town—one which has many more houses than families, and much picturesqueness. It lives almost wholly from the summer boarders, attracted here by the climate and fishing. The appearance is of something far more ancient than it really is, for the great fire of 1846 swept away nearly the whole town; but forgetting this, one wanders about as if in some quaint foreign port. Modern features are here for comfort, education and safety, however. Hotels are numerous and good. The Atheneum contains a large library and an extraordinarily interesting museum of curios and relics from all quarters of the globe; and there are some very interesting old ships, houses and churches. To the villages of fishermen and farmers dotted about

the island one may walk almost as easily as to ride, for the roads are hardly better than cart-tracks through sand and gravel; of these the largest, most curious and famous is 'Seonset (Siasconset), on the extreme eastern shore, where Sankaty Head confronts the open Atlantic. A railroad now runs between these two villages, and the latter is rapidly growing into prominence as a summer cottage and surf-bathing place. The great amusement of visitors to the island, however, is sea-fishing—especially for bluefish, swordfish and sharks; and nowhere else can this and yachting be more thoroughly enjoyed.

#### Route 25.—Boston to the South Shore and Plymouth.

The south shore of Massachusetts Bay presents fewer striking contrasts than the north shore, but it abounds in charming scenery of sea and land, and it is more emphatically given over to the worship of the summer boarder. From Downer Landing and Hingham, around the queer little peninsula (Nantasket Beach), on whose extremity stands the town of Hull, to Plymouth, the shore is lined with boarding-houses, hotels, and summer cottages. This is accessible by three routes:

1. Steamboats, several times daily, from Rowe's Wharf to Downer's Landing, Hingham and Nantasket (Beach); and every morning from Winthrop Line Wharf to Plymouth.
2. New York, New Haven & Hartford Rd.—South Shore line to the coast towns; and
3. "Old Colony" Line direct to Plymouth via Braintree and Whitman.

All trains leave from the Old Colony station on Kneeland Street, and follow Route 2 as far as Braintree.

**The South Shore Line.**—The first station east of Braintree is Weymouth—a large shoemaking town, on the site of one of the earliest settlements, where Miles Standish disgraced himself and the colony by his treacherous attack upon an Indian council. Beyond East Weymouth is Hingham—a very old Colonial settlement, containing many curious relics (churches, burial-grounds, etc.), of the earliest years of European occupation. The ancient graveyard contains a tall obelisk monument to the earliest settlers, and the graves of John A. Andrew, war-governor of Massachusetts (1861-65), beneath a grand statue, and of Maj.-Gen.

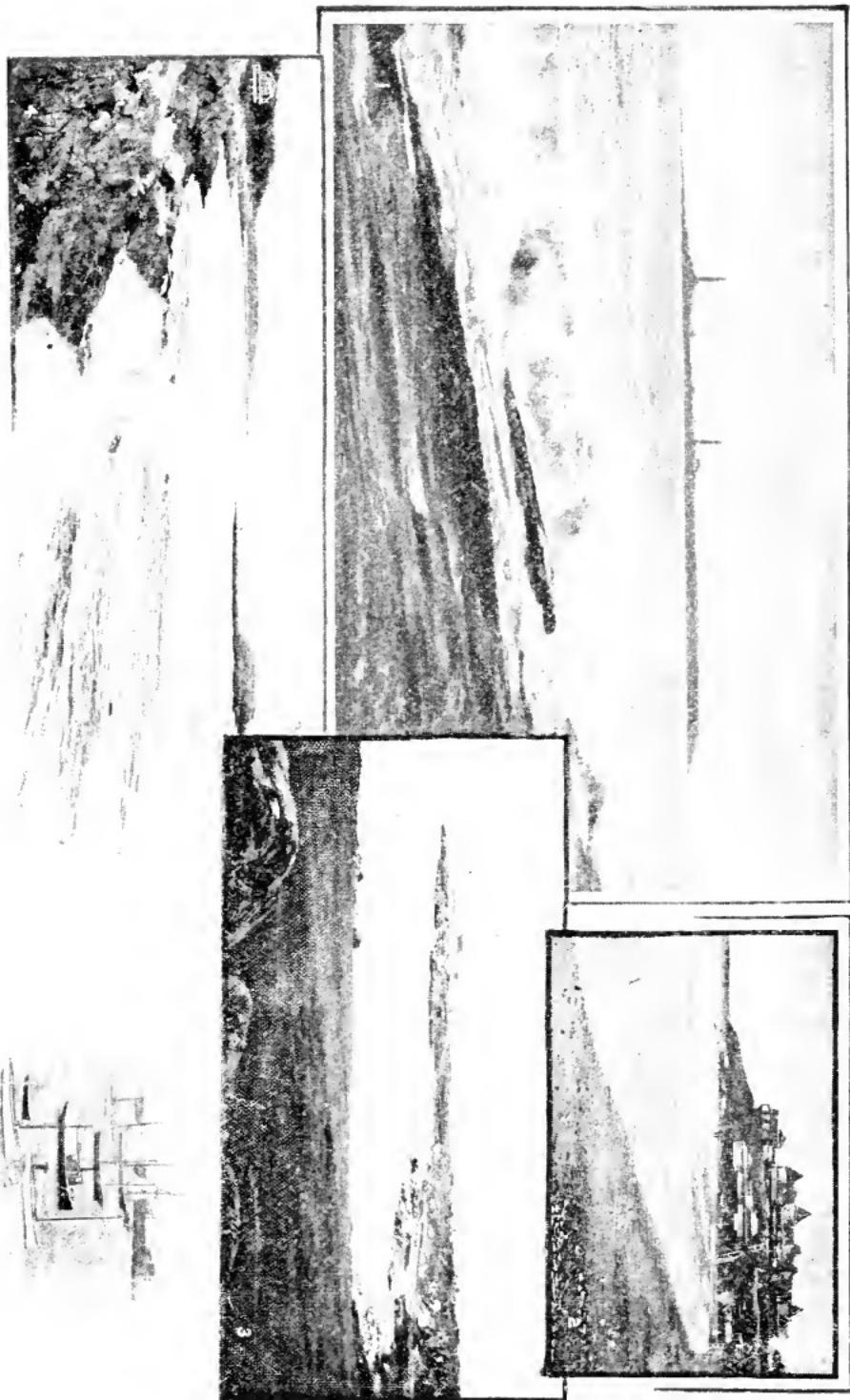
Lincoln, of Revolutionary fame. Near the mouth of its harbor is Downer Landing, a picturesque, breezy cottage town of Boston families who boast of the special attractiveness of the Melville garden and the huge "clambake pavilion."

*The Nantasket Beach Railroad*, whose locomotives are moved by electricity, branches off here to Nantasket Beach and the line of summer resorts as far as Hull, at the extremity of the narrow, northward stretching peninsula that guards this southern extension of Boston Bay from the sea.

Nantasket Beach is to Boston what Coney Island is to New York, but in its picturesqueness and natural beauty, and in the character of the crowds who throng it on warm summer days, it is far superior. It is one of the most beautiful beaches in the world, sweeping round in a majestic curve, almost as even as a floor, miles in length, and offering unrivaled facilities for bathing, walking, driving, and lounging. There are aquariums, merry-go-rounds, skating-rinks, and all the amusements provided to tempt the dimes from the pockets of good-natured visitors. This beach is lined with hotels and restaurants, which cater to the day excursionists. This amusing and crowded "day-excursion" district is succeeded northward by private residences, hotels and boarding houses in a continuous line along the beach for half a dozen miles to Hull, a quiet little town at the end of the peninsula. Here, on the high hill, which commands a view of the entire harbor, is the observatory, from which the arrival of vessels is telegraphed to Boston. No one should leave Nantasket without having taken the drive over the Jerusalem Road, one of the most famous roads in the country, along which one sees a succession of beautiful summer homes, down to Cohasset.

Cohasset, the next station beyond Hingham, faces the open sea, has a noble, rocky sea front, and is one of the most picturesque and romantic spots along the South Shore. Some of the leading actors of the American stage have villas here. Off shore is the famous Minot's Light House.—swept away in 1851, and rebuilt in the form of a tower, 88 feet high, the lower half of which is solid masonry. Scituate, near which are Coleman Heights and the "Old Oaken Bucket" house, and Marshfield, the home of Daniel Webster in his later life, are interesting villages; and at Duxbury one comes to a less picturesque but more venerable town, whose traditions go back to the first company of Pilgrims; here were the homes of the valiant Miles Standish, the gentle John Alden, the prudent Priscilla and other forefathers

THE COAST OF MASSACHUSETTS





and foremothers of the colony that was the seed of New England. Near the summer resort of South Duxbury rises the sightly Captain's Hill, crowned by a memorial of Standish in the form of a lofty stone tower. At Kingston, just below, the shore line joins the Plymouth line, and enters that town ten miles southward.

The direct line of railroad to Plymouth is from Braintree through Weymouth and southward across the middle of Plymouth County. From North Abington a branch line runs east to Hanover and the Pembroke district. From Whitman, next south, a branch extends to the Cape Cod line (Route 23) at Bridgewater. Halifax, on Monponset Pond, and Plympton, near Silver Lake picnic grounds, are succeeded by Kingston, where the South Shore line (see above) comes in from Scituate and Duxbury, and electric cars run to Plymouth. The shore of Plymouth Bay is here reached, and a few miles farther brings the train to the terminus.

Plymouth, the landing-place of the Pilgrims, is often called the Mecca of the United States. It is a quiet little town, with charming views across its harbor and out over the Atlantic, and the locality has changed but little—outside of the village streets—since the eventful day, almost three centuries ago, when the Forefathers set foot upon its shores and planted here one of the roots of the great Republic.

The railway station in Plymouth is on Old Colony Square, along the upper side of which runs Court street, parallel with the water front, and forming a part of the main thoroughfare of the town. Electric cars pass north and south along it. A few rods along Court street, beyond Old Colony Park, is Pilgrim Hall within which will be found an extremely interesting museum of Pilgrim memorials and curiosities. A short distance from Pilgrim Hall, still keeping upon Court Street, the Court-House occupies a commanding site on the right, a pretty lawn in front. In this building are to be found many valuable and curious documents, including the Patent, Documents and Records of the Colony, the will of Miles Standish, etc. These will be shown upon application to the Registry of Deeds.

The Court-House is situated at the base of Burial Hill, on the north; but, to visit this famous spot, it is better to return to

Court Street and continue the walk southward. At the head of North Street, the name changes from Court to Main Street, and the course is directly through the business section of the town. Main Street soon abuts upon Leyden Street, the first street laid out by the Pilgrims, and abounding in their memorials. Arrived at Leyden Street, on the right, looking westward, is Town Square, and beyond the square the gravestones of Burial Hill are in full view. On the left, or eastward, the street runs directly to the water front, a side street at the brow of the hill, opposite the first house, winding northerly to Cole's Hill, which overlooks *Plymouth Rock*.

This is probably the object of greatest interest in the town,—the ledge, originally at the surf line (far within the present wharf-line) upon which the Pilgrims first set foot from the small boats in which they had landed from the Mayflower, at anchor near the entrance to the harbor. Its granite canopy now shelters not only the precious stone, but that piece which was awkwardly broken off some 50 years ago, and which for a long time stood in front of Pilgrim Hall protected by an iron fence.

From Burial Hill a series of the finest outlooks imaginable is afforded, including scenes and localities of greater or less historic importance; and all the immediate neighborhood has historic associations. Here is the site of the ancient fort, which served as a meeting-house, and toward which the Pilgrims wended their way with muskets upon shoulder or swords in place. The graves of Pilgrims are in every part of this elevated burying ground. Looking outward over the ocean waters, the course of the "Mayflower," her anchorage, Clark's Island, the Gurnet, and all the harbor and bay situations connected with Pilgrim adventures are in full view. Landward some notable localities of Council Fires and Indian Feasts are to be seen. From Burial Hill the town lies literally under one's feet.

Main Street has three streets abutting upon and running at right angles with it—North Street, Middle Street, and Leyden Street; and each of these leads directly to Cole's Hill and the water front, overlooking the Rock and the shore line.

Cole's Hill was the place of burial of many of the Pilgrims who died during the first winter, and whose graves were carefully concealed to hide the losses of the Colony from the Indians. During the Revolution, and again in 1812-14, fortifications were made here.

A short walk northward from Old Colony Park brings one to Cushman Street, which leads straight up to the elevated site



PLYMOUTH, MASS.—Pilgrims' Monument.



of the *National Monument to the Pilgrims*, which is a conspicuous object in the Plymouth landscape from a long distance on all sides.

The idea of building such a monument had been long cherished, and was one object in the organization of the Pilgrim Society, through whose efforts it was completed and dedicated in 1889. The total height of the monument is 81 feet from the ground to the top of the head of the statue; height of the base, 45 feet; height of statue, 36 feet; length of outstretched arm, 19 feet 10½ inches. The head measures around at the forehead 13 feet 7 inches. The points of the star in the wreath around the head are just 1 foot across. The arm, just below the short sleeve, measures 6 feet 10 inches around; below the elbow, 6 feet 2 inches. The wrist is 4 feet around. The length of the finger pointing upward is 2 feet 1 inch, and is 1 foot 8½ inches around. The figure of Faith, surmounting the whole, is 216 times life size.

On the main pedestal stands the figure of Faith, one foot resting upon Forefathers' Rock, the left hand holding a Bible, the right pointing toward heaven. On each of the four smaller, or wing pedestals, is a seated figure. One is Morality, holding the Decalogue in her left and the Scroll of Revelation in her right hand; in a niche on one side of her throne is a Prophet, and on the other side one of the Evangelists. The second figure is Law,—on one side Justice, on the other Mercy. The third is Education, accompanied by mature Wisdom and inexperienced Youth. The fourth figure is Freedom, with Peace on one side and on the other Tyranny overthrown. Upon the faces of these projecting pedestals are alto-reliefs, representing scenes from the history of the Pilgrims,—the departure from Delft Haven (Holland), the signing of the Social Compact (in the cabin of the Mayflower, at Provincetown), the Landing at Plymouth, and the First Treaty with the Indians. From the Monument Grounds a fine view is obtainable of the harbor, bay, and roadsteads, of the Miles Standish Monument, surmounting Captain's Hill, in Duxbury, and of much other fine scenery.

As a summer resort Plymouth has many qualifications apart from its historical interest, which alone brings thousands of tourists to her hotels and boarding houses. Back of the town are leagues of lake-strewn forest, "The Adirondacks of Massachusetts," where herds of deer still linger, and crystal ponds reflect the sky and attract the boatman and angler. Her climate is most agreeable and healthful. Even the chance visitor ought to go out through Moreton Park,—a beautiful, ornamented grove around Little Pond,—as far as Billington Sea (about 2 miles), for

by so doing he will possess himself of some of the most charming scenery in the country.

An electric railway runs for some seven miles up and down the shore, from Kingston Village in the north to Pilgrim Hotel, south of the City. A steam railroad, running due west, connects Plymouth with the Old Colony system at Middleboro, and furnishes a short cut to Providence and the west. A steamboat arrives from Boston each morning and returns the same afternoon.

#### Route 26.—Boston, by Sea, to the Maritime Provinces.

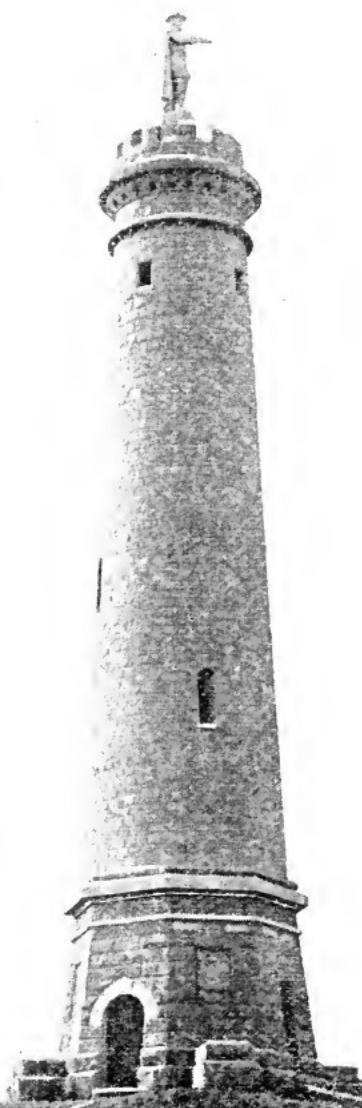
1. Two lines of steamers of the *Canada Atlantic & Plant Steamship Company* run from the north side of Lewis Wharf, Boston, to Nova Scotia and Prince Edward's Island.

(1) To Halifax, direct, the steamer "Halifax" or "Olivette," every Tuesday and Saturday at noon.

(2) To Halifax, Cape Breton and Prince Edward's Island, the steamer "Olivette," every Tuesday, calling at Halifax on Wednesday afternoon, Hawkesbury, C. B., Thursday morning, and reaching Charlottetown, P. E. I., Thursday at noon. Returning leaves Charlottetown Friday at noon, Hawkesbury at 7 p. m., Halifax the next noon and every Wednesday at 8 a. m., arriving in Boston early on Monday and Thursday mornings.

These are large, staunch steamships, constructed and furnished according to modern ideas. The fare includes a berth on the lower deck, but stateroom berths (\$1 to \$2 each) and meals (dinner, 75 cents; breakfast or supper, 50 cents) are extra. Through tickets and baggage checks are sold to many interior points and further islands. The course to Charlottetown is through the Gut of Canso.

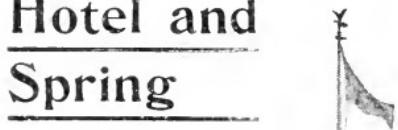
2. *The International Steamship Company* send a steamer four times a week in summer (twice a week in winter) from *Boston* to Lubec and Eastport, Me., and St. John, N. B.; and on Wednesday and Saturday from *Portland, Me.* to Lubec, Eastport and St. John. Passengers in summer are given railway tickets from Boston to Portland, good only on the trains connecting with steamers leaving there on Wednesday and Saturday evenings, at the total price of the direct fare. Staterooms extra, \$1 to \$2; family rooms, \$3 to \$4. Meals, dinner, 75 cents; breakfast or supper, 50 cents.



12 SOUTH DUXBURY, MASSACHUSETTS — The Myles Standish Monument.

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The Myles Standish, a first class hotel in every respect, is situated on a bluff about 300 feet from the shore of Duxbury Bay. Its half-mile of beach is noted as the home of the celebrated **Duxbury Soft Clam**, and bathing ground, the water being warmed by passing over the flats of Plymouth and Duxbury bays, the absence of an undertow making it particularly safe for women and children. There is offered for the entertainment of its guests, lawn tennis, croquet and ball grounds, a large music hall, sail and row boats for ocean and bay fishing, and a bicycle department, a well-equipped livery and boarding stable.

**The pure and soft waters of the Myles Standish Spring, supplying this house, are now on sale in New York, Brooklyn, and Boston. Send for pamphlet.**

Boston and Eastern guests can take several trains morning and afternoon at Old Colony Depot, Kneeland Street, for South Duxbury.

Guests by Fall River Line, from New York City, on arrival at Fall River take cars to Plymouth, and there change for South Duxbury, arriving at the Hotel in time for an eight o'clock breakfast.

For further information apply to

**L. BOYER'S SONS, PROPRIETORS,**

90 WALL ST., NEW YORK.

160 DEVONSHIRE ST., BOSTON, MASS.

3. *The Yarmouth Steamship Company* send four steamers a week in summer, and two a week the remainder of the year, between Boston and Yarmouth, which is at the extreme western end of Nova Scotia. They leave Pier 1, Lewis' Wharf, Boston, at noon, and arrive at Yarmouth early the following morning, connecting there with local railway trains, and on Fridays with steamer "City of St. John" for Halifax and coast landings. This steamer, returning, connects with the Wednesday morning steamer from Yarmouth for Boston. Staterooms, \$1.50 to \$4; meals, 75 and 50 cents. Bicycles checked as baggage.

**Route 27.—Boston, by Sea, to Portland, Augusta and Bangor, Me.**

1. A steamer of the *Portland Steamship Company* leaves India Wharf, Boston, every day except Sunday, at 7 p. m., and reaches Portland early the next morning. Also Sundays in summer.

These are large, powerful, handsome sidewheel steamers; staterooms, \$1 and \$2; supper and breakfast may be had on the boat if desired. In summer daylight remains long enough to show the interesting objects in Boston Harbor,—Fort Winthrop on Governor's Island, Fort Independence on Castle Island, the hotels and lighthouses on Deer Island, Lone Island, and Nahant. (For details, consult Rand, McNally & Co.'s Handy Guide to Boston, Chapter X.) An early riser may also get a view of the entrance to Casco Bay (Route 29), and obtain a fair idea of the harbor. The landing in Portland is at Franklin Wharf, adjacent to the Grand Trunk Railway Station, landings of the Coast and Island Steamboats, within walking distance of the principal hotels, and close to street cars for the Union Station.

2. *The Boston & Bangor Steamship Company* run steamers daily during the period of navigation to Bangor and ports on the Penobscot River and Maine Coast from Pier 368, Atlantic Avenue. In winter there are no boats on Thursday or Sunday. For particulars see Route 30a.

3. *The Kennebec Steamboat Company* run a daily service between Boston and the ports and islands of Kennebec River and Bay. For particulars see Route 30.

**Route 28.—Boston to Marblehead, Gloucester, Old Orchard and Portland.**

This route follows the old *Eastern Railway*, now the Eastern Division of the Boston & Maine. Its trains depart at intervals of

an hour or two, from the Northern Union Station in Boston, on Causeway Street, and move across the mouth of Charles River and through the adjoining margins of Cambridge and Somerville on the left and Charlestown on the right, then across the Mystic River, and eastward through Chelsea to the shore, where they turn north and cross the marshy estuary of Saugus River to Lynn.

*The Saugus Branch* is a local road diverging at Everett Junction, just north of the Mystic River, and taking an inland course through suburban villages to Lynn. Lynn is also connected with Boston by electric cars, and by the Lynn & Revere Beach Road,—a local line along the shore to Nahant. For particulars as to this suburban region consult Rand, McNally & Co.'s "Handy Guide to Boston," Chapter X.

Lynn is a large city, devoted almost wholly to manufactures, and having little to attract the tourist. The best street is Ocean Street, once a line of dignified and beautiful estates along the shore, but now commonplace. The railway station is perhaps the handsomest public building in town; but in the great City Hall there is a library of 50,000 volumes. The great industry of the city is shoe-making, in which it leads the world, and employs about 12,000 operatives, mainly of foreign birth. Next in importance come the works of the General Electric Company, formerly the chief factories of the Thomson-Houston Company, which employed 4,000 hands. Now about 2,300 are employed there, in making small motors, dynamos, lamps, supplies and a great variety of electrical appliances; a great steel foundry on the meadows is an adjunct. A variety of lesser manufactures keeps the city busy.

Nahant, reached from Boston by steamboats (Clyde Line, 25 cents), and from Lynn by stages (15 cents), is the greatest summer shore resort of this region, and combines the residences, clubs and hotels of the most exclusive and fashionable, with extensive means of popular amusement. It has been in the past the seaside home of Agassiz, Longfellow and many other celebrated New Englanders. For particulars, see the "Handy Guide to Boston."

Swampscott is the next station beyond Lynn, but is some distance from the populous shore, which is reached by electric cars from Lynn along the shore road (6 miles, 10 cents) of Swamp-



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# Fold-out Placeholder

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1. Tucker's Landing, Marblehead

NORTH SHORE





scott and Beach Bluff to Marblehead. It is a place of summer residence and amusement for Boston people, and has many villas, hotels and boarding houses. Here diverges from the main stem the Shore Branch to **Marblehead**, at the end of the peninsula enclosing Salem Harbor. This quaintest of old towns remains an object of intense interest to all visitors, in spite of modern houses, shoe factories, and the conspicuous newness of the Library and some other big buildings. Its shore is as rugged and picturesque, and its harbor in summer as brilliant with yachting life, and as fierce and grand under the winter gales, as could be wished by the greatest lover of the romantic. For particulars, see "Handy Guide to Boston." A branch railway and an electric line connect Marblehead and Salem along the south shore of Salem Harbor, and give a delightful ride of 4½ miles (5 cents).

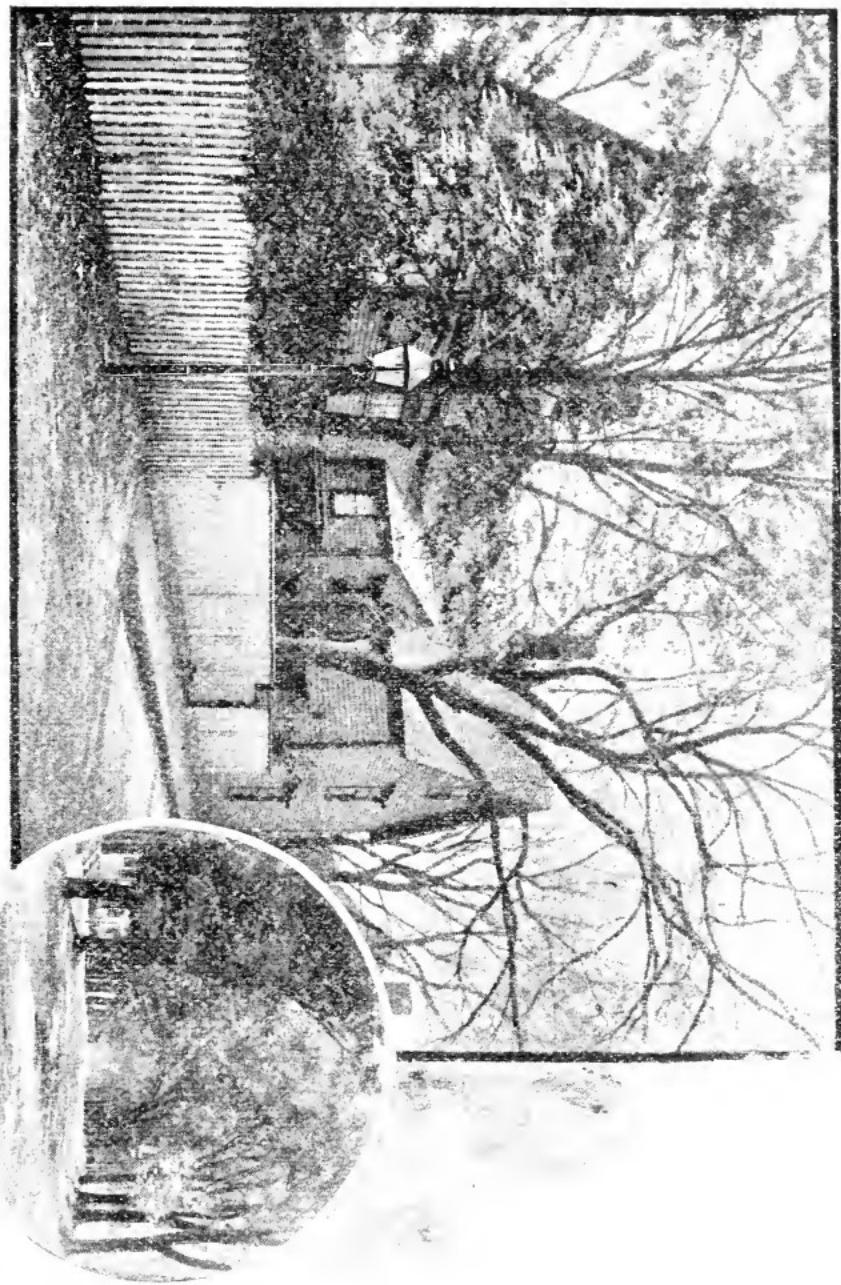
**Salem** is the next station beyond Swampscott, on the main line. No town in New England is more interesting, since its beginnings go back to the earliest planting of civilization on the shore of Massachusetts Bay, and its history is instinct with romance and interwoven with great names. The station is at the head of the harbor, in the heart of the city, close to Essex,—the principal street, and within easy stroll of most of the objects of interest to tourists and antiquarians.

The street now called Washington (since Washington's entertainment here in 1789) is the oldest in the city, but Essex Street is almost as ancient, and was the highway to the country, while Derby Street came later to be the place of aristocratic residences, and still preserves many noble examples of the architecture of the last century. Still older and quainter homes are clustered around Washington Square, and stand along North Essex, Chestnut and Grimshawe Streets; but they are scattered all over the town, cheek by jowl with recent structures, and often themselves modernized. Settled in 1626—four years before Boston—it was the residence of the leaders among the Puritan Colonists, and for a century later was the home of the greatest men and women. Here lived more or less continuously Governors Endicott (1628), Bradstreet (1630), and John Winthrop, the Revs. Francis Higginson, Hugh Peters, Samuel Skelton and Roger Williams (before he fled to the Providence Plantations), Dr. E. A. Holyoke, and others of the ancients; while more modern men of mark, born

or living here in the past, have been Timothy Pickering, Nathaniel Bowditch, Count Rumford, the historian Prescott, the mathematician Benjamin Pierce, Worcester of dictionary fame, Judge Joseph Story, and his son W. W. Story, the poet and sculptor, Nathaniel Hawthorne and many others.

*The witchcraft delusion* which seized upon the Colonies in 1692, and ran a frenzied course for several months, is more prominently identified with Salem than with any other place, because here were the official trials and executions, although most of the accused persons and their alleged misdeeds belonged in surrounding villages, especially what is now Danvers. Several buildings and other monuments of that time remain, however, and may be found a short distance to the left of the railroad. The church at Essex and Washington Streets stands on the site of the one where the official examinations were held; and the Court House where the trials took place is indicated by an inscribed bronze tablet, near the corner of Lynde and Washington Streets. The documentary records may still be seen at the County Clerk's office in the Court House. The jail, whence, in 1663, a large number of prisoners were set free by citizens who had begun to recover their mental balance, stood near St. Peter Street, and the house No. 4 Federal Street is believed to be partly constructed from its materials. Gallows Hill, where 19 persons were hanged as witches (nobody was burned, as is often stated) was in the western part of town, and may be reached by the street cars out Boston Road to the foot of Hanson Street: it is a bleak, rocky hilltop, now nearly built over, and gives a poor view over the city and harbor. The "Witch House," now so-called, stands at the corner of Essex and North Streets, and is substantially, as of old, especially in its interior. Here lived Judge Jon. Corwin, one of the judges in the witchcraft trials,—and some of the testimony may have been taken there: but the Shattuck House, nearly across the street (No. 315) is more closely identified with the disturbance, for Shattuck's child was said to have died through the malignancy of a neighbor woman, Bridget Bishop, and the chief witnesses against her lived close by here, where, in fact, every one of the old houses has an interesting record. As to the "Witch House," it derives a higher interest from the fact that it was built before 1634, and was the home of Roger Williams for several years. Ascending North Street—a very pleasant walk, showing Federal Street at its foot—to the river, you come to the site of the "old North bridge," where, Feb. 26, 1775, "the first armed resistance to the royal authority was made . . . by the people of Salem. The advance of 300 British troops, led by Lt. Col. Leslie, and sent by Gen. Gage to seize munitions of war, was here arrested." This was ahead of Lexington, Concord and Bunker Hill. In the Court Houses on Federal Street,

SALEM, MASS.— 1. Hawthorne's House of Seven Gables. 2. Chestnut Street.





near here, are to be seen pictures, including Hunt's portrait of Chief Justice Shaw, and interesting records; and here and elsewhere still exist many houses and parts of houses going back to the middle or close of the 17th century, a full account of which may be read in the admirable local guide book and history published by the Essex Institute. The two ancient burying grounds, Charter Hill and Broad Street, ought to be visited. The former goes back to the founding of Salem. Gov. Simon Bradstreet (called the Nestor of New England) was buried here in 1697, and here lie buried the Brownes, Lyndes, Hawthornes, Turners, Parkmams, Higginsons, and other leading families in Salem at an early period. The other was begun about 1650.

The *Essex Institute*, *Plummer Hall*, and the *Peabody Academy of Science* form a group of public institutions interesting to all visitors. They are near together on Essex Street (Nos. 132, 134, and 156 respectively) a short distance east of the railroad.

The Essex Institute is a learned society which has accumulated a collection of historical relics, manuscripts, portraits etc., and has a large and valuable library; these are open to public inspection. Plummer Hall, built on the site of the birthplace of W. H. Prescott, the historian of the Spanish Conquests of Mexico and Peru, by Nathaniel Reed (who invented a steamboat before Fulton's), contains the library of the Salem Athenæum (20,000 volumes), some pictures and a large lecture hall. There are several other society libraries in Salem; and the Public Library (corner Essex and Monroe Streets) contains 35,000 volumes. In the rear of Plummer Hall is the old First Meeting House, in which Roger Williams, Hugh Peters, John Higginson and other famous Colonial preachers discoursed to the Puritan flock. This venerable building (whose frame, at least, is the original structure) was built in 1634, and is the oldest American church in existence; it stood originally on the southeast corner of Essex and Washington streets, where its successor still stands.

The *Peabody Museum*, No. 156 Essex Street, is a museum, owned by the Peabody Academy of Science, and endowed by the philanthropist George Peabody. The nucleus of it was the cabinet of curiosities collected by the old Salem sea-captains and commercial agents in all parts of the world for the East India Marine Society, whose building the Museum now occupies, together with a recent extension. This museum is admirable as a very complete and intelligently arranged and labeled exhibit of the local

natural history in all departments; but its most interesting feature, due to Prof. Ed. S. Morse in the main, is a collection, arranged by countries, of objects illustrating the every-day life, dress and religious customs, the implements of war and of domestic use, and objects of art of the native races of China, Japan, India, Siam, Korea, Africa, Polynesia, North and South America, etc., arranged in the new East Hall. This collection was begun in 1799 by the East India Marine Society, and has had an uninterrupted existence since that date. There is also an historical collection of portraits of prominent Salem merchants, together with many interesting relics connected with the early social character of that institution, and models and pictures of Salem merchant vessels. These are preserved in the new East Hall, and form an interesting memorial of the commercial history of Salem.

*A visit to the water front* ought not to be omitted from a Salem walk, since it was in her commerce, years ago, when her ships sailed to every oriental and African port, and threaded the isles of the Pacific, as well as followed the more beaten tracks of trade, that the foundation of her wealth and fame were laid. (See an illustrated article by T. W. Higginson, "Old Salem Sea Captains," in Harper's Magazine, vol. LXXIII.) No port is more instinct with romantic recollections than this; and it is fitting that the greatest romanticist of the country should be identified with it. It was in this same old Custom House, where many reminders of him remain, that Nathaniel Hawthorne lived and wrote for years, while the "Scarlet Letter" and other romances were growing in his mind.

Born here in 1804, but frequently absent for long periods, Hawthorne made Salem his headquarters rather than home until 1850, and inhabited a variety of houses, most of which remain, and each is identified with some incident or achievement. A certain house is often pointed out as the House of Seven Gables, but the novelist repeatedly asserted that he had no particular structure in mind when he wrote the book so called. This is the Turner House, 54 Turner Street, built about 1680, and a favorite haunt, where Hawthorne frequently took tea with the owner and occupant, Miss Susan Ingersoll. It is possible, however, to find here the originals of many scenes, incidents and names in Hawthorne's romances. His "American Notes" and the Essex Institute's pamphlet above mentioned will be of great assistance in this literary quest.

*Salem Neck* is a rocky peninsula reaching out between Salem and Beverly Harbors to the open sea. It has been fortified in many places and at various times, and still bears obsolete forts. In its offing have been fought several naval battles, of which that between the "Chesapeake" and "Shannon" was the nearest and most important. Here, on the south side, is the great public pleasure-ground called The Willows, which is a favorite seaside resort for all the neighboring towns, and is reached by electric cars and steamboats at frequent intervals. The drives and boating expeditions about Salem are numerous and attractive, and include many historic points; but nearly all of these may now be reached by electric cars. An illustrated article (Harper's Mag., May, 1878), and Drake's "Nooks and Corners of the New England Coast," will be helpful to the tourist.

**Electric Railways** run from Salem to all parts of the city and every adjoining town, connecting south to Boston, west to Nashua, N. H., and east to Cape Ann and Ipswich. *Steamboats* ply to Boston and neighboring shore points.

**Railroads** radiate from Salem as follows:

1. Southeast to Marblehead. See above.
2. South to Lynn and Boston. See above.
3. West to Boston, via Wakefield, Melrose and Malden. Route 29.
4. West to Lowell. This railroad passes through the important adjoining community of Peabody, which is west of and almost continuous with Salem (electric cars), and is worth a ramble.

*Peabody* was and is the home of the Endicott, Peabody and other prominent Massachusetts families. To the latter belonged the philanthropist George Peabody, whose benefactions, largely expended in this region, amount to \$12,000,000. The Institute he erected here should be visited, as it contains a fine lecture hall, a large circulating library and many works of art, including the miniature portrait on gold of Queen Victoria presented to him by that sovereign. The Sutton Reference Library, near by, is another public gift. On Main Street (the old Boston Road), where the Bell Tavern formerly stood, at the corner of Washington Street, will be found the little monument commemorating the fact that here the minute men gathered, on April 19, 1775, for their march to Lexington (Route 38). The lofty Soldiers' Monument has a copy

of Crawford's Statue of America, holding broken shackles instead of a shield. From Peabody railroads and electric cars run to Danvers, Wakefield and other towns, with wide further connections. In former years pottery making was important here, but now this has nearly disappeared, and a very extensive manufacture of leather and leather goods, and the making, dyeing and printing of cotton goods (at South Peabody) have taken its place. Beyond Peabody the road continues west through North Reading, Wilmington and Tewkesbury (State Alms House) to Lowell (25 miles).

5. Northwest to Lawrence. This route passes through Peabody, Danvers, Middleton and North Andover, and along the shore of Lake Cochickewick and Merrimack Street into Lawrence (26 miles).

*Danvers*, four miles north of Peabody, but hardly distinguishable from it, and reached by electric cars from Salem, was at its beginning (1638) known as "Salem Village," and soon began to furnish witches for Puritan holidays, beginning with the family of the pastor of the First Church, on Watchhouse Hill. The home of Rebecca Nourse, one of the victims, still stands in the southern part of town. The Endicott pear tree is another famous relic. A more recent and pleasant distinction is the summer residence here (at the estate of a relative, Oak Knoll,) of the "Quaker Poet" John G. Whittier. (See Amesbury.) Danvers is now not only a pleasant residence town, but important in the manufacture of leather and shoes. One of the State's Insane Asylums occupies large buildings northwest of the village.

6. Northwest to Haverhill. This route diverges from the Lawrence Line at Danvers, and pursues a northerly course through Putnamville, Topsfield, and Boxford to Georgetown, where a branch diverges eastward to Newburyport. Groveland is just beyond, and then the Merrimac River is crossed into Haverhill (Route 29).

7. To the North Shore and Cape Ann.—The north shore of Massachusetts Bay is formed by the coast of the bold promontory of Cape Ann. It begins at Beverly, a large town which is devoted principally to leather-tanning, shoe-making, and maritime industries, including the building of the best yachts and boats. Here the Gloucester Branch of the Eastern Railway strikes

off to the east along the shore, passing through the fine residence district of Beverly, which continues eastward into Beverly Farms and Manchester.

This stretch of about ten miles includes many of the most costly and handsome summer homes and seaside villas in New England, where rich Bostonians not only, but many persons from the interior of the State, and from other States, spend their summer months. As these estates are usually several acres in extent, a rural aspect is preserved, and between them are beautifully shaded and perfectly constructed roads. "Rocky bluffs, beaches and coves are pleasingly blended; trees of bountiful and beautiful foliage crown the hill crests in the rear, while here and there we spy the red roof of a summer dwelling—here, perhaps, a pretty Swiss villa in the center of a broad lawn and surrounded with luxuriant flower beds; there, a stately mansion overlooking the sea; and anon a Norman or Queen Anne villa crowning some summit and frowning over all its neighbors." Only a hint of this beauty is obtainable from the railway, and there are no street cars; but no place can be more pleasurable for driving, wheeling or walking. An illustrated article by Robert Grant, in Scribner's Magazine for July, 1894, should be consulted.

*Magnolia*, further on, is similar; but here at Magnolia Point, on the open shore, just south of the entrance to Gloucester Harbor, is a community of cottages and hotels, some of great size and luxury, which is esteemed the most desirable, and most fashionable seaside resort in Northern Massachusetts. This is about 3 miles from the railway station, where, in the season, hacks and hotel carriages meet trains. It is an elevated, rocky, forested, picturesque region, having a bold, storm-beaten coast, fine beaches, and reefs and crags of historic and romantic interest, such as Norman's Woe—the scene of Longfellow's poem "The Wreck of the Hesperus;" Rafe's Chasm, the Flume, and Eastern Point, across the Harbor.

Excellent hotels await the summer traveler at Magnolia. Three are particularly worthy of mention, having recommended themselves by long experience to critical patrons. The Hesperus is of great size, and only three minutes' walk from a beach which is half a mile long, and well adapted for bathing on account of the absence of any undertow. Another great hotel is the Ocean-side, which also has an admirable situation near the water, and overlooks an interesting landscape. The third to be mentioned is the Blynman, whose long piazzas and great, cool dining room are particularly inviting. All of these hotels are furnished with

the requisites of a modern hostelry of the first class. Their rooms are heated by steam, or, in many cases, by open fireplaces; have piped water, and are lighted by gas or electricity, or both. The proximity of a large town makes the supply of the table an easier matter than in more remote places, and they are especially fortunate in the matter of fish; while vegetables, milk and the like are supplied by the surrounding country, and in one case, at least, from a farm attached to the hotel. The sea and its pleasures are always close at hand in some of their most engaging phases; while the walks and drives landward are among the most entertaining in Massachusetts.

Three miles further the train crosses Squam River,—a tidal channel across Cape Ann, and arrives at

**Gloucester.** This town, like so many others in New England, is distinguished by a specialty: in this case it is fishing. Gloucester is the leading sea-fishery port in the United States, the headquarters of the fleets that go after cod, halibut and mackerel to the various fishing banks, particularly those off Newfoundland; and this is the market and utilizer of their returns. The town has grown and flourished until now it is a large, prosperous and handsome city, with a really magnificent City Hall, a notable Library, fine churches, a costly Soldiers' Monument, an electric car system connecting with Boston and reaching all the outlying villages, and a daily steamboat service to Boston; but the great fact to a stranger is the arrival and departure of the fishing vessels and the yards and warehouses where tens of thousands of fish are daily cured, packed and disposed of.

*Cape Ann.* from Gloucester eastward, has always been a place of resort for people who love the seaside in summer. It is a headland of granite hills, that everywhere present a bold front to the ocean, in spite of the fact that the crags are seamed with narrow inlets. The sturdy people have tried for centuries to get a little return out of the soil; but their efforts have done little more than add the picturesqueness of the granite weather-beaten homesteads and huge stone walls to the landscape. The quarrying of granite, which is sent all over the country, and even to foreign lands, from the queerest little rock-bound ports, is the most substantial industry, next to fishing and summer boarders. An exceedingly interesting description of the quarrying, hauling and shipping of the stone, illustrated, may be found in Harper's Magazine, vol. LXX., entitled "Cape Ann Quarries." It would be an easy matter to let one's pen run through a long



EASTERN POINT, MASS.—1. The Willows. 2. Lake 3. Eastern Point Light House.

**"NEW LINE FROM BUFFALO"**

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# **Wabash Railroad**

**BUFFALO TO DETROIT,  
CHICAGO, ST. LOUIS,  
KANSAS CITY, AND OMAHA**

**The Popular Route to all Points  
West via NIAGARA FALLS**

**The Only Line with FREE RECLINING  
CHAIR CARS from Buffalo West**

Wagner Sleeping Car, New York to Chicago, via West Shore R. R., daily, 6.00 p. m.

Free Reclining Chair Car, New York to Chicago, via N. Y., O. & W. R. R., daily, 6.15 p. m.

Wagner Buffet Sleeping Cars, New York and Boston to St. Louis; leave New York, Grand Central Station, daily, 6.00 p. m.; leave Boston, Fitchburg R. R. Station, daily, 3.00 p. m.

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**Stop-off Privilege at Niagara Falls, from one to ten days.**

**Two Solid Vestibuled Trains Daily, Buffalo to Chicago.**

Reservation of sleeping-car space will be promptly attended to on application to

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**J. RAMSEY, JR.,  
VICE-PRES. AND GEN'L MGR.,**

**C. S. CRANE,  
GEN'L PASS'R AND TICKET AGT.,  
ST. LOUIS,**

chapter of description of the quaint, healthful, breezy out-door delights that await the visitor to Cape Ann, where city and villages and farm houses are all open to welcome and entertain him.

The summer haunts are naturally along shore, for the most part. On the eastern (or southern) side, the railroad extends on to Rockport, a considerable village, with a harbor on Sandy Bay, formed by an artificial breakwater. It is built high on the rocks, and has hotels and boarding houses, and the open sea is right at one's doorstep—up into the doorway if a nor'easter comes pounding on the shore. North of it are the villages of Pigeon Cove and Ocean View, still more exposed, if possible, but greatly loved by their frequenters. This is the terminus of an electric car line through Rockport to Gloucester along the south shore, where, at Land's End, just in the rear of Thatcher's Island, with its two "Cape Ann Lights," is another summer colony of cottages and hotels. Long Beach is near by: a ride over this electric line is worth taking for itself. To the northern side of the cape goes an electric line, which furnishes an excursion through Annisquam to Lanesville, that for picturesqueness exceeds anything to be seen from a railway car on the Atlantic coast. Escaping the city, through Rivervale, with its fine new hospital and fine outlooks toward Essex, the line runs along the irregular edge of Squam River, which, as its mouth is approached, receives a deep, narrow, fiord-like tributary that cuts off the high promontory of *Annisquam*. Walking over this beautiful fiord on a bridge and out to the point, a remarkable piece of coast is at hand, and artists are never tired of painting it. Here are hotels and boarding houses, but mainly cottages, large and small, anchored to the rocks, that rise right from the surf, and command a long view up the Ipswich coast. The stone-quarrying villages beyond end at Ocean View, which is hardly a mile from Pigeon Cove; so that the circuit of this whole wonderful peninsula is at the command of the tourist who is not afraid of two or three miles of breezy walking.

*The City of Gloucester* itself is a summer resort. One hotel is on the city side; but the majority are east of the harbor, on the beautiful peninsula which ends at Eastern Point, and where a large pond nearly makes an island of its further portion. A

steam ferry runs across the harbor, and a line of electric cars runs around to the populous and far-viewing Rocky Neck, just beyond which is a cluster of hotels and boarding houses between the rambling old Cape Road and the harbor. The situation is very attractive, and many people of much account are in the habit of going there.

Another electric line makes its way by a long and rather dull route to the old ship-building village and port of *Essex*, at the head of Annisquam Harbor, and thence to Ipswich or Salem.

**Salem to Portsmouth.**—From Salem the main line of railroad follows the shore north across the Ipswich meadows, where great quantities of salt hay are harvested. It sends a branch eastward to Essex (see above) and west to Hamilton, and goes on through the historic old town of Newbury to *Newburyport*. This old town, at the mouth of the Merrimac, was a flourishing seaport in the past, but is now mainly devoted to cotton manufacturing, fishing and residence.

A stroll along the ancient wharves, once very busy in the West India trade, and through the shady streets is pleasurable. Near the Mall, on High street, is J. Q. A. Ward's grand bronze statue of Washington—perhaps the best of that sculptor's works. The Public Library "occupies the old Tracy mansion (on State Street) where Washington, Lafayette, and other noble guests have been received in the palmy days of the place." A cabinet of curiosities, gathered by local seacaptains, forms a Marine Museum which is open daily. In the Old South Presbyterian Church, on Federal Street (which has a remarkable whispering gallery), is buried the apostle of Methodism, George Whitefield; and in a house just behind the church was born Wm. Lloyd Garrison. The old fort-like mansion of the Garrison family may be seen on the green of Newbury Oldtown (electric cars) 3 miles south. This town has furnished a remarkable number of persons famous in war, law, politics, literature and the pulpit. Excursions may be made to various shore-points, by driving, steamboats or sailing craft, including Black Rocks, Plum Island (the subject of one of Whittier's poems), Devil's Den, and Dummer Academy; and inland to the rich silver mines; to the curious old country-mansion of Indian Hill, the home of the late Ben: Perley Poore; and to the beautiful riverside region about the "Laurels" and the Chain Bridge, near which was the elegant summer villa of Sir Edward Thornton, not far from Amesbury. Electric cars run to Haverhill by a route south of the river, and to Amesbury and Salisbury Beach north of the river, passing close by the railway station.

**Railroads** run from Newburyport.

1. To Haverhill via Georgetown Junction (silver mines); see above.

2. To Amesbury, by a branch from the mainline north of the river.

**Amesbury** is a large modern town, handsomely situated on hills overlooking a lone stretch of the Merrimac Valley, and also commanding, from Pow-wow Hill, the seacoast and islands near Newburyport, and the peaks of the White Mountains. It grew up at the falls of Pow-wow River as the great center of carriage-building in this part of the country, and still retains eminence in that direction, though woolen and cotton mills and shoe-shops have also been established there. The chief fact of public interest is that Amesbury was the home of the poet *John G. Whittier*, from 1840 to his death. This whole region is indebted to him for poetic descriptions, and identified with his gracious yet forcible personality. Three miles beyond Amesbury, on the electric line to Haverhill, is the old carriage-making and farming town of *Merrimac*, also reached by a branch railroad from Newton Junction (Route 22).

**Newburyport to Portsmouth.**—Continuing progress along the main-line northward, the trains cross the Merrimac (interesting view) and soon reach Salisbury, the station for the branch to Amesbury, and for electric cars to

**Salisbury Beach**, —an old and still popular shore resort north of the mouth of the Merrimac, which is the scene of Whittier's descriptive poem "The Tent on the Beach." Many old mansions, the former homes of Caleb Cushing and other well-known persons, are near there; and the sea-view is wide and varied. Many hotels and summer amusements are provided for the crowds that now go thither by steamboat and cars from all the Valley towns.

*Passing over the border* into New Hampshire, the road traverses Seabrook, Hampton, Rye and Greenland to Portsmouth.

These stations are from two to three miles back from the coast, where there is a line of local summer places. Hampton Beach, extending northward from Great Boar's Head to Little Boar's Head, Rye Ledge, Rye Beach, Ragged Neck and Wallis Sands are localities well known to travelers there. The Isles of Shoals are immediately off Rye; and on that shore lands the Direct Telegraph Cable between the United States and France. Rye is the best known and most fashionable.

**Portsmouth**, on the south side of the excellent harbor formed by the mouth of the Piscataqua River, and the only seaport in New Hampshire, is a town chiefly interesting to the tourist for its beautifully shaded streets, and its evidences of an elegant past. It has a fine Federal Building, a good library, a new and excellent hospital, and various other modern features, including one of the most elegant hotels in New England; but it is the antique churches, the quaint old houses—including the Wentworth Mansion at Little Harbor—and the pleasant side streets, that are most enjoyable.

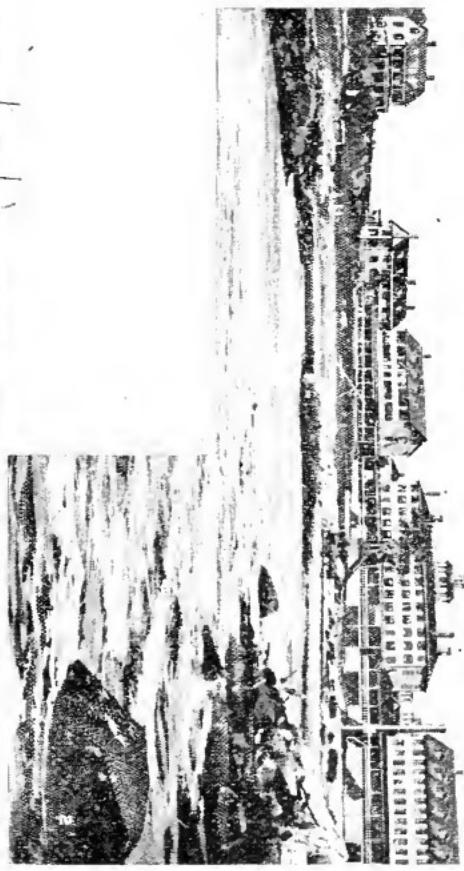
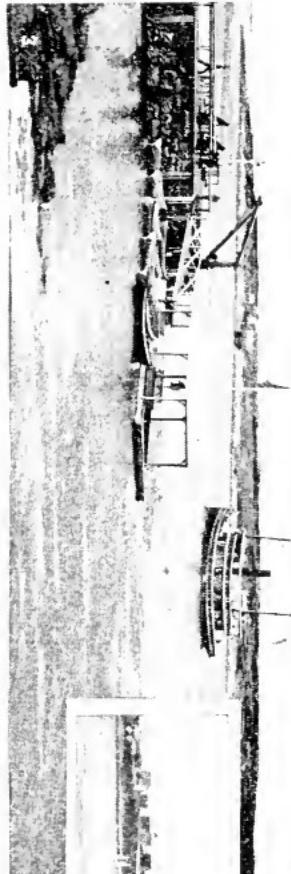
Excursions from Portsmouth usually tend shorewards, where the scenery has great charm and the means are unlimited for boating, bathing and fishing. Interesting roads lead to Rye Beach, Wallis Sands and Odiorne Point. Across Little Harbor from the last, and only two miles from the center of the city, is *Newcastle*, on Great Island, where the great hotel and its cottages form a gay summer colony, on bluffs that face the sea yet have the mountains in view, and the busy life of the harbor and towns close at hand. Old-fashioned, half-ruined fortifications, besides the modern Fort Constitution, remain hereabouts, as reminders of past wars with Indians, French and British; one of which is that Fort William and Mary whence the patriots in 1775 carried away the stored powder to shoot it at the constituted authorities coming up the slope of Bunker Hill. On *Kittery Point*, opposite New Castle, a still older and queerer relic remains in Fort McClary, a nondescript structure, half wood, half stone, and many-angled; something between a blockhouse and a Martello tower. But there are many things queer and old at Kittery, which was the home of the great Sir William Pepperell, Francis Campernowne, and other striking figures of the olden time. On this shore, covering Continental Island, is the U. S. Navy Yard, but it offers little to see except the hulk of "Old Ironsides"—the storied frigate "Constitution."

A ferry steamer makes frequent trips between Portsmouth (foot of Daniel Street) and the Navy Yard, Kittery and Newcastle.

**The Isles of Shoals** are only six miles off the headlands and twelve miles from Portsmouth, and a steamer runs back and forth several times daily during the summer.

This singular resort consists of a group of islets that are scarcely more than bare reefs of granite held a few feet above the waves. They formed a fishing station from early in the 17th century until the outbreak of the Revolution, since which few persons endured their solitude until recent years, when the larger islands have been enlivened by big hotels and numerous cottages.

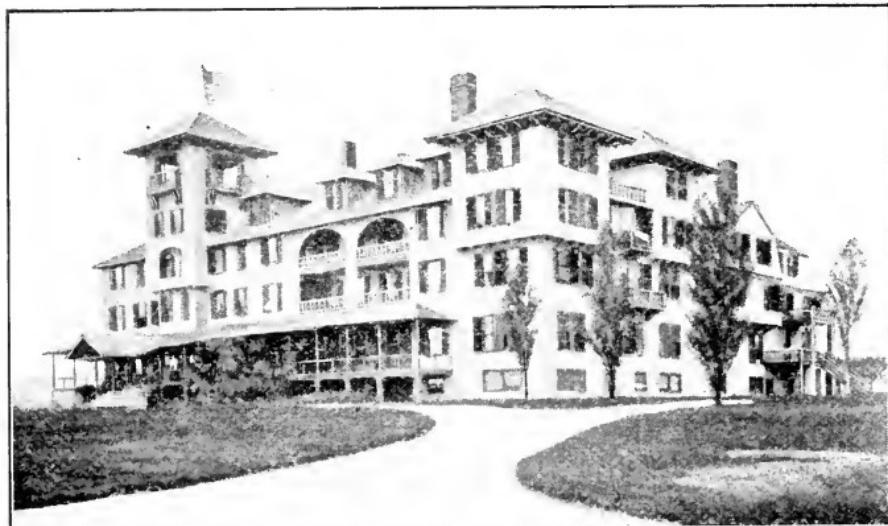
1. Smutty-nose Island. 2. Hotel on Star Island. 3. Boat Landing, Star Island. 4. Star Island from Appledore House.



# The Rock End Hotel

NORTHEAST HARBOR,

MT. DESERT ISLAND, MAINE.



Situated in one of the most picturesque spots on Mt. Desert Island. This hotel has all the modern improvements, Electric Lights, Open Fireplaces, Bath Rooms, Telegraph, and Long-distance Telephone. Precautions against fire are perfect, standpipe and hose on every floor.

## NORTHEAST HARBOR

has steamboat connection with railroad at **Bar Harbor**, also direct daily steamboat with Boston and Rockland, Me. Steamer **FRANK JONES** makes two trips a week from Portland.

**Boating, Fishing, Golf, and good roads for Driving and Cycling.**

**FINE LIVERY ATTACHED TO THE HOTEL.**

**Herman L. Savage,**

Proprietor.

Northeast Harbor is situated  
Eleven Miles from Bar Harbor.

in which crowds of merrymakers, fond of being at sea, and delighting in fishing, spend a portion of every summer. The largest island is Appledore—a mile long, north of which are the almost unapproachable rocks of Duck Island. Close by Appledore is Haley's Island, or Smutty Nose, and a short distance west Star Island, where was once the fishing town of Gosport. Beyond that are Londoner's and White Islands.—the latter holding the light-house where Celia Thaxter, the poet, passed her childhood. There are no trees anywhere on the archipelago, but plenty of bushes and grass; and the ledges are set square against the rush and roar of the whole Atlantic. The main harbor and summer colony is on Appledore, which keeps up communication with other islands by means of a small ferryboat.

**Railroads radiate from Portsmouth thus:**

1. To Newburyport and southward,—see above.
2. To Manchester and west. This line, a branch of the Boston & Maine, passes along the border of the shallow and lake-like Great Bay, which is the backwater of the Piscataqua, and yields oysters, and runs through South Newmarket (crossing of Route 29), Epping (crossing of Route 18), Raymond, south of Pawtuckaway Pond in Nottingham, Candia and along the north shore of Lake Massabesic into Manchester (Route 41).
3. To Dover and north. This line passes up the western bank of the Piscataqua River, which divides New Hampshire from Maine to Dover (Route 29) where it enters upon the main avenue to Lake Winnipesaukee and the White Mountains,—Route 40. Certain through trains between Boston and the White Mountains run this way.
4. To York Beach. A branch line from the union station over the bridge and along the Kittery Shore,—2 miles.

**York Beach** is a sloping plain of hard sand, along which one may drive for miles with great pleasure. The farms and old village houses of York, nine miles from Portsmouth, come down to the sand, and lend a charming mingling of rural scenes with those of the seashore. There are headlands, too, and rocky ledges and pleasing relics of an antiquity that goes back two centuries, and a history that is full of exciting incidents. No part of the shore is more interesting in its antiquities and legends than this near Portsmouth. The hotels, which are large and numerous, and most of the cottages are at the terminal station York Beach, near Neddick's Point, at the extremity of which is the curious

Nuabble. Mount Agamenticus, a rocky isolated hill, several miles inland from York Beach, is a conspicuous landmark from whose top (carriage-road) a very wide view of the shore and the White Mountains is obtainable. Northward the shore abounds in interesting features, making the drives very entertaining: two block-houses, the bold, surf-smitten promontory of Baldhead Cliff, and Ogunquit beach, stretching north to Wells, are among these. Frequent trains are run in summer from Portsmouth to York Beach.

5. To Old Orchard and Portland,—see below.

**East of Portsmouth** the railroad crosses the Piscataqua and turns to the left up the Maine bank of the river through Kittery and Elliott, to Conway Junction, where a road diverges north to Rochester and the White Mountains (Route 37), continuing past Mt. Agamenticus to N. Berwick, where the Western Division (Route 22) is crossed. The line then takes a more inland course through Wells and West Kennebunk (for the foreshore of these towns, see Route 22) to *Biddeford*, near the mouth of Saco River. This is a flourishing manufacturing town, connected by several bridges with Saco, on the further bank of the river, which here tumbles over rocky ledges, furnishing a strong waterpower. The huge cotton mills of the Pepperill-Laconia Company, employing 2-3,000 persons, are the principal industry, and among the leading mills of the world. Besides this there are shoe-shops, machine shops, lumber factories, brass foundries, etc. *Saco* has a cotton mill, and the York Company's great machine shops, with smaller industries. *Biddeford Pool* is a beautiful enclosed body of salt water at the mouth of the river, separated from the ocean by a sand-spit, and forming a local resort, reached by steamboats (9 miles) and by ferry from Camp Ellis, at the southern extremity of the Old Orchard beaches. The Western Division (Route 29) also comes to this town (separate station), and may be taken here for Old Orchard Beach, Kennebunkport, etc.

From Saco eastward the Eastern Division takes an inland course through farm villages to the Union Station in Portland.

For Portland, see Route 29.

**Route 29.—Boston to Lawrence, Haverhill, Dover, Old Orchard and Portland.**

This is the route of the original Boston & Maine Rd.—the parent stem of the present great system. Its trains depart at frequent intervals from the Union Station, Causeway Street, in Boston, and strike directly north through the most beautiful suburban region of Boston, passing, beyond the meadows of the Charles and Mystic Rivers, through Malden (branch to Medford), Melrose, the park-like Middlesex Fells, and other wealthy suburbs, abounding in esthetic and historical interest, to Wakefield, where lines lead off to Salem, Peabody and Danvers (Route 27). The leading industry here is the making of rattan and bent-wood furniture. The next station is Reading, a pleasant town near Lake Quannapowitt, where shoes, organs, and other things are manufactured. At Wilmington Junction the line from Salem to Lowell is crossed, and a short branch comes in from Wilmington. A few miles above, Lowell Junction is the terminus of a branch line to Tewkesbury and Lowell. Then follows

**Andover**, one of the far-renowned of New England's academic towns, for her sons and daughters and the books they have written have gone to the ends of the earth.

A settlement of farmers before the Revolution, Andover was chosen by the Phillips family, during the very throes of that war, as the locality for *Phillips Academy* to be endowed by them. This academy has persisted, until now it is among the foremost of American preparatory schools in both numbers and scholarship, and counts upon its past rolls the names of hundreds of distinguished men. Its extensive buildings are scattered about a large campus on the west of the main street. A short distance north of Phillips Academy is a young ladies' school, almost equally old and well-reputed, known as *Abbott Seminary*, which has new, large and very handsome buildings within spacious grounds. The *Theological Seminary*, whose broad tree-grown campus covers the hill along the east side of Main Street, is, however, the most famous of Andover's institutions. This was founded in 1808 as a school for ministers of the Congregational Church, and has held the leading position there ever since, especially as a citadel of conservative doctrine. The most famous preachers and missionaries of that denomination have been educated at Andover (where the *Bibliotheca Sacra* is edited and published), and many of them are buried in the quiet little hilltop cemetery behind the chapel. The buildings are old-fashioned and plain, but make a dignified

appearance away beneath the great elms that have shaded so many thoughtful lives. The Library should be visited by those interested in theological tomes and copies of rare codices and manuscripts. The cemetery, in the rear of the campus, is small but holds the ashes of many men great in the history of Congregationalism, and of that revered woman, Harriet Beecher Stowe (See Litchfield and Brunswick), whose husband was for many years a teacher here. Besides the theologians who have lived and written here, and Mrs. Stowe, Andover has been the home of the two novelists, mother and daughter, Elizabeth Stuart Phelps. The village is one of the most quiet, lovely and well ordered in New England; and is connected with Lawrence by electric cars through Fryeburg and South Lawrence.

South Lawrence, a portion of Lawrence south of the Merrimac River, is the next station, and a junction point, whence certain trains cross the river to Lawrence, and thence northward, while the through Portland trains turn east here, and proceed down the south side of the river. Let us pause for a glance at

**Lawrence.**—This is one of the pleasantest, as well as among the most important, of the cities of Eastern Massachusetts.

The Merrimac, 1,000 feet broad at this point, falls over a transverse ledge of rocks, which has been covered by a remarkable stone dam, producing a perpendicular fall of 28 feet,—a very beautiful spectacle in high water. The lake-like river above is a favorite boating place. From this dam the water is conducted through a broad and deep canal, supplying power to a line of mills, a mile in length, along the strip between the canal and the river, while the canal banks are formed into a park. These mills are devoted to the manufacture of cotton and woolen cloth of every description, and include some of the largest and best known in the country, such as the vast Pacific, Atlantic, Washington, Everett, Pemberton, and others, making more than a million and a half yards of cloth annually and employing over 10,000 operatives, largely, at present, Canadian-French, who live in brick tenements along the canal-side. There are also paper mills (100,000 pounds of product daily), machine shops, factories of files, cotton spinning machinery, etc., and the total manufactures of the town exceed \$25,000,000 annually. South Lawrence and the surrounding villages also have manufactures.

The business streets lie near the river, with the railway station near the hotels and stores. The residence streets slope up to high ground, and will repay an hour's ramble, while the high grounds eastward give broad and beautiful views over the river valley. In the center of town is a large park, with an impressive

soldiers' monument, consisting of a lofty column supporting a granite female figure resting upon a shield inscribed "Industria, 1845" (the date of the founding of the town). The six-sided base of the column bears bronze name-tablets and three life-size bronze figures of an Union field officer, a private soldier and a sailor. The sculptor is W. R. O'Donovan, '81. There is also a handsome fountain in this park, which is surrounded by churches, schools and residences. The new and handsome Public Library is a few blocks west (at Haverhill and Hampshire streets), near several imposing churches, of which the St. Mary's R. C. Church is the largest.

Electric railways ramify throughout the city and connect it with Haverhill (see below) by a line which closely follows the river bank away from the wagon roads and affords a delightful trip; with Methuen northward; with North Andover, Stevens Station, Great Pond, and North Andover Center, along the Salem & Lawrence Rd. (Route 28), eastward; with South Lawrence, Fryeburg, and Andover, southward; and with Lowell, westward,—the latter a delightful run along the north bank of the Merrimac, over high ground and through the summer camp-grounds.

**Railroads radiate from Lawrence thus:**

1. North to Manchester, N. H.—This crosses into New Hampshire at Methuen (Mass.), and runs up the Spigot River Valley to Windham, where it crosses the railroad from Nashua to Rochester (Route 18). Then on through the pleasant, hilly, fruit-raising towns of Derry and Londonderry (electric railroad from Derry Depot to Derry), one of the oldest and most interesting districts of southern New Hampshire, which is thronged with city people in summer.

It was peopled about 1719 by immigrants from the north of Ireland, rendered important defensive services, as a frontier town, in the early French and Indian wars, and gave to the Revolutionary cause General Stark and several lesser officers. Here, it is said, the potato, foot-spinning-wheel, and loom, were first introduced into New England. Six miles farther (26 miles) Manchester is reached.

2. Southwest to Tewkesbury, connecting westward to Lowell and eastward to Salem and Boston.
3. South to Boston,—see above.

4. Southeast to Salem,—see Route 28.
5. East to Haverhill,—see below.

From Lawrence (South Lawrence) to Haverhill the line follows the high southern bank of the Merrimac, with occasional views of that river, with a station at Ward Hill, where the railway company has established a summer hotel on a far-viewing and breezy summit, around which the river makes a big bend northward. Bradford is a residence town opposite Haverhill, noted for its Academy and lesser schools; and thence the train crosses the river (fine view from the bridge) into

**Haverhill.**—This city,—the leading shoe-making center of the world,—is a very old and interesting town, although it does not appear so from the station. It occupies a series of hillsides on the northern bank of the Merrimac, where a settlement was begun by Puritan immigrants in 1640. Exposed for the first century of its existence to the border-forays of Indians and French, it was the scene in March, 1697, of one of the most romantic incidents of that time,—the capture of Hannah Duston, whose killing of the band of Indians who were carrying her and two others away to Canada, is known to every American. (The best and most circumstantial account of this episode, and of the history and aspect of the whole valley 40 years ago, is to be found in Henry D. Thoreau's "A Week on the Concord and Merrimac Rivers." A very inadequate statue to this heroic woman stands on Main Street.

When more peaceful times came the town grew, built ships, and traded with the West Indies and London by direct voyages. The tanning of leather became a prominent local industry; this was followed by the making of shoes here, by itinerant village cobblers, not only from measure, but for peddlers. These shoes were so good that they acquired a high reputation and the industry increased. Co-operative work followed, machinery was invented and capital introduced, and now there are over 200 shops here, employing 15,000 operatives, and sending out nearly 300,000 cases of shoes of every kind and grade annually, in addition to a large allied industry in making machinery used in shoe-making, separate parts and "findings" of shoes, in preparing sole-leather (the largest establishment in the Union), and in the making of the vast number of wooden and paper boxes required. Other industries also flourish. In former years this was the leading hat-making town in New England, and several such factories still exist. There is a large woolen mill here, and three others at

Groveland. Morocco and other fine leathers form a prominent industry; the paper mills in Bradford can turn out 80,000 pounds a day of news-paper; and there are large iron works, besides large brick yards and various small concerns. The situation and traditions of the city make it a flourishing trade center also. As the city was almost destroyed by fire in 1882, its business streets present an unusually new and compact appearance.

The residence portion is mainly on high ground, and contains many admirable streets, especially out toward *Kenoza Lake*, where an extensive park has been acquired by the city covering the Winnikenni estate and many wooded hills, from one of which an exceedingly wide and interesting landscape is seen. Another far-viewing summit, Tilton Hill, up the river, has a picturesque stone tower open to the public. This forms a conspicuous object from the bridge; while another, down the river, is the high bare hill on whose summit is seen a "powder house"—a relic of colonial fortifications. The exquisite little Post Office, in a small park by the river bank; the fine Public Library, with a large collection of books and periodicals, the High School, where Whittier made his first appearance as a poet, in 1827, the new and imposing City Hall, the Soldiers' and Duston monuments, are objects of public interest.

Electric cars run from Haverhill south to Bradford, South Groveland and Georgetown, east, crossing the river at Groveland, to West Newbury and Newburyport; northeast, past Whittier's birthplace, marked by a bronze tablet, to Merrimac, Amesbury and Salisbury Beach (Route 28); and east by a very delightful run along the northern river bank to Lawrence.

A steamboat makes daily runs in summer to Salisbury Beach, Black Rocks, "the Coney Island of New England," and other resorts along the river and on the sea-shore.

Railroads radiate from Haverhill thus:

1. East to Salem and Newburyport,—Route 28.
2. West and south to Lawrence and Boston,—see above.
3. North to Exeter, Dover and beyond,—see below.

From Haverhill north, the railroad route passes into New Hampshire at Atkinson, and proceeds through pleasant farming towns among hills and ponds resorted to by many summer boarders to *Exeter* (station restaurant), the shire town of Rockingham, and a beautiful village, noted for its schools. *Phillips Academy*, founded in 1781, has educated here many of the most noted public men in the country, including Sen. John P. Hale, George Bancroft, Jared Sparks, Daniel Webster, and Lewis Cass, who was

born here. There is also a large seminary for girls here. Newmarket Junction is at the intersection of the line between Portsmouth and Manchester. The hay-producing lowlands on the shore of Great Bay are then traversed to Dover, the shire town of Strafford County, and a rugged little manufacturing city at the lower falls of the Cocheco River; having extensive factories and printing works of cotton cloth, several large shoe factories and other industries.

*Dover* is the oldest town in the State (first settled in 1623) and was the scene of much Indian warfare, including the incident of the capture by a ruse, during peace, of 400 visiting Indians, who were disarmed. Half of them were sent to Boston, where several were hung on the common. This treachery, one of the causes of the great uprising that followed, was hideously avenged here in 1689. It is a quaint and interesting place. The railroad from Portsmouth to Rochester crosses here, forming a route to the White Mountains; and electric cars reach the nearby villages.

Continuing northward, Rollinsford (branch to Somersworth) is passed, and Salmon Falls follows; the latter, the seat of cotton mills, is on the bank of the rapid Salmon Falls River, here the boundary between New Hampshire and Maine, and branch railways diverge east to Conway Junction and South Berwick on the Eastern Division, and west to Somersworth and Rochester up the populous valley. Passing into Maine, Route 28 is crossed at North Berwick, and Wells Beach is next reached,—a local shore resort. Then comes Kennebunk, the station for *Kennebunkport*, by a short branch. This town, at the mouth of Kennebunk River, is a venerable village, rich in last-century houses and traditions, and having a picturesque rocky shore, varied by small harbors and good bathing beaches. The hotels and private boarding houses are crowded in summer. Ten miles farther are Biddeford and Saco (Route 28), beyond which the line turns to the coast again at

**Old Orchard.**—This is the most noted and populous seaside resort north of Boston, from which it is distant 104 miles, or three hours by the fast trains; and in character it closely resembles Martha's Vineyard and Asbury Park. Having developed out of a local bathing resort and religious camp-meeting ground into a semifashionable waterplace, it mingles the rural unconvention-

alism and moral posing of its early traditions with the gayety and display of the newer patrons, and at the height of the season forms one of the most interesting sights in the country.

*Old Orchard Beach* is a magnificently curving stretch of hard sand, some 10 miles long, reaching from Pine Point, at the mouth of Scarboro River, to the mouth of the Saco. Along this whole distance is set a more or less closely connected line of private cottages, interspersed with boarding-houses, and served by a beach railway whose trains run back and forth at short intervals during the season. From its terminus at Camp Ellis a ferry crosses to Biddeford Pool. All the hotels, several of which are of great size and luxury of appointment, are grouped close about the railway station at Old Orchard, where they form a compact group, surrounded by the homes of the few winter residents, private cottages and several squares of small wooden amusement places and shops, forming a bazaar, principally for the sale of fancy articles and "souvenirs," together with numerous eating-houses, photograph galleries, soda fountains and the like. There are no open places for the sale of intoxicating liquors. From the middle of July to the latter part of September this is a scene of crowded gayety, the resident pleasure-seeking population being augmented each day by the outpourings of excursion trains, or one of the numerous assemblies that hold their meetings here, so that 30,000 persons have been estimated to be present on some days in August. The amusements are walking upon the beach, bathing, sailing, and watching the crowd about the hotels and in the bazaar. All sorts and conditions of persons make their appearance, and find accommodations, society and enjoyment to suit their tastes and purses; but vicious or dangerous amusements and all immorality and disorder is rigorously suppressed. An electric line connects the Beach with Biddeford and Saco by an inland route along the old highway.

The next station is Pine Point, then comes Scarboro, the station by stage (3 miles) or hotel carriage for *Scarboro Beach*, where are hotels and a village of summer residents dear to Maine people; it is a much more retired and quiet place than Old Orchard, with a choice between still-water or surf-bathing, and a charming rural region accessible to those disposed to walk or drive. The coast begins there to be rocky, and invites the stroller to follow it to Cape Elizabeth and "Old White Head."

A short run across Cape Elizabeth and over Fore River takes the train into Portland.

### THE CITY OF PORTLAND.

Portland is the largest city of Maine, and the entrepôt of that state and the Maritime Provinces. Arrangements to facilitate travel are therefore the first point of importance.

*Railway Stations.*—The Boston & Maine and Maine Central railroads occupy a Union Station in the southwestern edge of the city. This is a large, handsome and commodious building, erected in 1893, with an extensive restaurant; and all the trains covered by a vast train-shed. The Maine Central Rd. occupies a handsome headquarters building adjoining it, and their shops are near by. The Grand Trunk Ry. (Route 38) has its station near the water at the other extreme of the city, two miles distant. The Portland & Rochester Rd. (Route 18) has its station a mile north of the Union Station. Free transfer service, by a steam cab-train, is maintained between all these stations over the Marginal Way, which forms a connecting line of railway completely around the city along its waterfront. Electric cars also connect the stations and steamship wharves and run from each to the hotel district and business center of the city. The wharves, where the New York steamships, Boston and Bay steamers land, are close together along the southern waterfront, and within easy access by electric cars. Hackfares are not regulated by law, and are a matter of bargaining. All the hotels, with one important exception, are about Monument Square, nearly a mile from the Union Station.

Portland occupies a peninsula jutting into Casco Bay near where it opens to the ocean; the water seen from the Union Station is Fore River, the arm of the bay that separates the peninsula from the mainland (Cape Elizabeth) southward, while Back Bay is another arm of the harbor on its northern side. This deep and capacious harbor, safe from gales, and the most northerly one always free from ice, has from the earliest times maintained the growth of a commercial city here against many adversities, and is likely to sustain its continuous development.

Founded in 1632, the settlement was obliged to fight for its existence against Indians for half a century, and for 25 years following an attack upon it in 1689 was abandoned. It then revived as "Falmouth," and at the outbreak of the Revolution numbered 2,000 inhabitants, forming a shining mark for the British, who bombarded it from a fleet in 1775, and afterwards landed and destroyed the town by fire, so that the Eastern Cemetery is almost the only pre-Revolutionary relic. At the close of the War for Independence the citizens returned, rebuilt the town, incorporated it in 1786 as Portland (which became a city in 1832), and entered upon a flourishing period of trade

with the West Indies and Europe, while ship-building, whaling and fishing became important industries. Here, at Portland Head, Cape Elizabeth, was erected in 1791 the first United States lighthouse; it has burned nightly ever since. Jefferson's Embargo Act of 1807 nearly paralyzed the town's commerce, and it bore a large part in the stirring events of the second war with Great Britain (1812-1814) which was so largely a naval contest, one notable battle having been fought off the mouth of Casco Bay. From this time on progress was steady until the outbreak of the Civil War again made havoc with Portland's commerce, and called upon her citizens to attend to their defense, for this port was perhaps the most exposed to Confederate attack of any in the north, and was the only one actually entered by a hostile vessel. On the evening of July 4, 1866, occurred the second great fire in the city's history, destroying all the business quarter; but the ruins were soon replaced by superior commercial buildings, to which have been added public edifices and monuments of imposing appearance, and many costly and beautiful residences upon the highlands overlooking the bay, whence are obtainable views of rare beauty and interest.

An hour's excursion from the Union Station will suffice to give one a fair idea of the city, and is worth taking even if no more time can be spared. To do this, take the Congress Street (green) car at the plaza (Railway Square) in the rear of the station, and remain in it for the round trip (10 cents). Turning at once into Congress Street and climbing the hill, the immense buildings of the Maine General Hospital are conspicuous upon the right; and at the top of the hill is the Maine Ear and Eye Infirmary, whence it is only a minute's walk to the Western Promenade. To the left (northward) from this height glimpses may be caught of the waters of Back Bay and of the forest-foliage of Deering's Woods, celebrated in Longfellow's verses, and now cultivated as a city park. In the distance is visible the U. S. Marine Hospital on the Bay shore. A quarter of a mile farther brings one to Longfellow Square, at the head of old State Street, leading southward to the Harbor front.

Here stands the noble Longfellow monument,—a bronze figure of heroic size, representing the poet seated in his favorite chair and discoursing upon some entertaining theme. Near by resides the venerable Neal Dow. State Street is lined with noble trees and bordered by stately mansions, many of colonial age and style, where have resided such notable citizens as Senator Wm. Pitt Fessenden, and John Neal, the man of letters. New State Street, at the left, forms a straight path down to Deering's Woods; and

has upon it the square brick house where dwells Speaker Thomas B. Reed.

Congress Street now gradually merges into the business part of the city. Opposite the head of Park Street stands a group of notable buildings centering at No. 621 in the *Public Library*.

This is a Romanesque building in rough freestone, erected in 1888 as a gift to the city by Mayor James P. Baxter, for the use of the Public Library and the Maine Historical Society. It cost \$100,000. The Library was founded in 1867, and now has upwards of 40,000 volumes, which are liberally circulated. The Historical Society occupies a part of the building, having a lecture-room, a library of 10,000 volumes and 10,000 pamphlets, and a cabinet of relics and curiosities which is open every afternoon from 2 to 5 o'clock. The Gorges Society is a collateral association for collecting and publishing historical documents relating to Maine. The Society of Art has a building next door to the Public Library, where there is a hall of pictures and art objects open to the public. The Columbia apartment house and Kitzschmar Hall (opera house) are near by; and a short distance farther on is the site of the new Y. M. C. A. building, costing \$250,000. The Y. M. C. A. is at 587 Congress Street.

Congress Square speedily follows, near which, on Free Street, is the Opera House, costing \$150,000. Monument Square is reached a moment later. This is the heart of town, where all its traffic and travel ebbs and flows to and from every quarter. Here stands the Soldiers' and Sailors' Monument, an impressive memorial; and on the left is the Preble House, remodeled from the mansion of the commodores Preble, the father of the hero of Tripoli; and the son, distinguished in the Civil War. The ancient red brick building adjoining the Preble House is the Longfellow house, so called because there, at the home of his grandfather, Gen. Peleg Wadsworth, the poet spent his boyhood. Here stood "the old clock on the stairs" which formed the theme of one of his early and most touching poems. Longfellow was born, however, in a house still standing at the corner of Fore and Hancock streets; and the birthplace of Speaker Reed was near it. The beautiful Postoffice, of Vermont marble, is at Middle and Exchange streets, a few steps distant. Going on along Congress Street, the cars immediately pass the First Church, erected in 1825, on the site of the first meeting house (1740). The new building of the Natural History Society is down the street at the left next the

church, containing zoological collections open to the public. Then follows the imposing City Hall, built of light Nova Scotia stone at a cost of \$650,000 and surmounted by a dome; it contains a spacious lecture hall; Lincoln Park is now at hand,—a recreation appropriated from the area swept by the fire of 1866. Opposite the farther end of the park stands the residence of the Roman Catholic Bishop of the Diocese of Maine, and the cathedral, whose spire raises the cross to a height of 236 feet. Above the Bishop's palace, marked by the large brick church of the Second Universalist Society upon its eastern corner, is India Street, once the aristocratic center of Portland; and just beyond is *Eastern Cemetery*.

This burial ground is about 200 years old, and contains the graves of the earliest settlers and many persons of note. Its position is high and a wide and beautiful prospect of the bay and its shores. Here are buried Com. Edward Preble, and many other naval officers and men; and a cenotaph stands to the memory of Lt. Henry Wadsworth, the uncle after whom the poet Longfellow was named, who lost his life so nobly in the siege of Tripoli. The graves of the "two captains," whom Longfellow made note of in one of his poems, are still visited by pilgrims, who delight to look off from the hilltop to the sea-room where their brigs fought to a finish in 1813 and whence both commanders were brought back dead and interred side by side. Close by the cemetery is the Observatory on Munjoy Hill,—a wooden tower, built in 1807 as a lookout for approaching vessels, whose coming was signaled in early days by hoisting flags, and later by telegraph. Strangers may usually ascend to its lantern if they wish, and it is well worth while to do so.

From the Observatory the car descends a long hill to the shore at the extremity of the peninsula, where Payson Tucker, formerly of the Maine Central Rd. Co., has erected a modest monument to Cleere and Tucker, the first white settlers on the peninsula. Mackworth Island, the summer home of Mayor Baxter, is just off the point, and beyond are seen the shores of Falmouth, with the U. S. Marine Hospital as a conspicuous object. Alighting from the car for a moment you may enjoy the walk along the park-like water-front, behind the grassy batteries built for defense during the Civil War, and with the beautiful bay in front of you. This broad parked way is the *Eastern Promenade*.

The *Western Promenade* is reached by returning to Congress Square and then changing to the Spring Street cars, which will

take you through the high western part of the city where the smoothest streets, best houses and finest churches are found—among them the Williston Church, where the Christian Endeavor movement originated. Bordering the tall bluffs in which the peninsula here abruptly terminates is a magnificent parkway, stretching from the General Hospital just above Railway Square around to the southern waterfront of the city. It is richly adorned with trees and plants, and commands an exceedingly wide and beautiful landscape, from the ocean off Portland Head to the serrated horizon northwest, in which a score or more of the White Mountain peaks may be recognized. No other city in New England commands such landscapes as this.

**Electric Cars** run out of the city to Stroudwater, on Stroudwater River; to Deering (Morrill's corner,  $3\frac{1}{2}$  miles, 5 cents), and thence to Westbrook ( $6\frac{1}{2}$  miles, 10 cents), with branches to Riverton Park (an amusement resort) or Cumberland Mills on the Presumpscot River, where there are amusement grounds and river steamboats to Mallison's Falls; to Cape Elizabeth, one line going to the casino on the shore at Simonton's Cove (Willard's) near Fort Preble (10 cents), and the other to Ligonia and Rigby Park (10 cents) where the annual New England Fair is held. The suburbs invite one to many delightful drives and bicycling excursions, for the roads are excellent, even down to the ocean beaches southward. The quaint seashore resorts and hamlets of Cape Elizabeth; the "foresides" of Falmouth and Cumberland, and the pretty streets and surroundings of Deering, Evergreen Cemetery and Westbrook are especially attractive.

**Casco Bay and its Islands**, however, are the chief delight of Portland people and the principal attraction to its summer visitors, who are becoming increasingly numerous.

Casco is a deep-water bay, purely salt, but well protected from the sea; and it contains over a hundred islands of habitable size, usually heavily wooded and having shores of precipitous rock, with pebbly beaches along the base. A frequent service of small, fast steamers—for the water is always quiet—brings life upon its islands in close touch with the city, and enables an excursionist to make a delightful round-trip sail inside of a few hours. Sea-fishing of all sorts is good, and excellent shore-dinners of seafood are provided at many hotels and restaurants. A few years

ago most of the islands were tenanted only by campers; but now cottages or elaborate summer residences have taken their place. "Near neighbors all must be, perforce, yet the narrowly-separating water-ways form barriers that prevent a social clash. The uproarious fun of rollicking Peaks, which is visited daily by hundreds of Portland people seeking entertainment and a cooling-off place, cannot affront the more decorous and aristocratic Cushing's, nor disturb the quiet home-life of the brilliant Diamonds."

The Islands lie in chains, northeast and southwest, and are half submerged continuations of the ridges that form the Harpswell points. They are most crowded near the entrance of the bay, where the outermost lies just across the channel from Cape Elizabeth, forming one of the most picturesque and defensible harbor entrances in the world. *Cushing's Island*, whose rugged seaward side terminates in the splendid storm-smitten cliffs of White Head, but whose inner side is peaceful enough, is "one of the most exclusive of Casco's Isles, crowned by its large hotel, the Ottawa, and with its numerous but not imposing cottages. It is a favorite summering-place for artists.

Next inside of Cushing's, toward the City of Portland, is the small House Island, readily recognized by the gray granite walls and green ramparts of Fort Seammel, which lies almost directly opposite the Cape shore fortifications—Fort Preble. These channel forts were built in 1807-8; both have been rebuilt since, but Preble is now the only one garrisoned. In 1864 Fort Gorges, covering the little Hog Island, opposite Fort Preble, was erected, and has emplacements for 195 guns, but is not now armed or occupied. New defensive works of modern design and great power had been arranged for this important seaport. House Island is not a landing-place; but just beyond it lies *Peaks Island*, one of the largest, most populous and altogether liveliest of the archipelago. It is Peaks that one naturally associates with Portland, for which it forms an all-the-year amusement place, having not only a great number of hotels, boarding houses and cottages, but all sorts of amusements by land and sea. It is, in short, the local Coney Island. The Diamonds, Great and Little, are close to the Peaks, and are occupied by private cottages of men of wealth, who have an elegant casino as an assembly room for private entertainments. Beyond this are Long Island, Great Chebeag, the Cousins, and a large number of small islands at the head of the bay and along Harpswell Neck. Outside of Harpswell Neck are Bailey's and Orr's Islands (among many smaller ones), the latter recalling one of Harriet Beecher Stowe's most successful novels. These islands are mostly private property, and occupied in summer by cottagers and campers. The Harpswell peninsulas, familiar to the readers of Whittier's poems, are also frequented

by summer residents. All of these larger islands and the shores of the "Necks" are reached by regular steamers several times daily from Portland, and small, home-like hotels and boarding houses abound. The mainland shores, or "foresides" of Casco Bay are also the resort of numerous summer visitors and residents, who find there especial attractions; and the various landings are on the route of the Island Steamboats.

For other suburban resorts of Portland,—Scarborough, Kennebunkport, Old Orchard and York Beaches, Sebago Lake, Poland Springs, etc., see elsewhere.

**Steamers** leave Portland as follows:

1. To Boston. See Route 27.
2. To the nearer Islands of Casco Bay.—Leave Custom House Wharf about every hour, in summer. See above.
3. To the Lower Harbor and Harpswell.—Leave Portland Pier four times daily. See above.
4. To Falmouth Foreside and Freeport. Same as 3.
5. To Boothbay Ports—Squirrel Island, Bath and Wiscasset.—Steamer "Salacia," from Franklin Street Wharf, daily at 7 a. m. (Sunday, sp. ex.); returning, arrives at 6 p. m. Also steamer "Enterprise," 4 times a week, (Tuesday, Thursday, Friday and Saturday) from Franklin Street Wharf, at 6:45 p. m., for the Islands and Beaches of Booth Bay and Pemaquid.
6. To New York. Route 1.
7. To Rockland, Mt. Desert and Eastward, Steamer "Frank Jones." See page 176.

**Railroads** radiate from Portland thus:

1. To Boston.—Eastern Division B. & M. Rd. Route 28.
2. To Boston.—Western Division B. & M. Rd. Route 29.
3. To the White Mountains.—Route 39.
4. To Rochester, Nashua, and Worcester.—Route 18.
5. To Gorham and Montreal (Grand Trunk Ry.)—Route 38.
6. To Rumford Falls and Rangely Lakes.—Route 37.
7. To Northwestern Maine.—Routes 36, 37, and 38.
8. To Northeastern Maine and the Maritime Provinces.—Routes 30 to 33.
9. To the Eastern Coast and Mt. Desert.—Route 30.

**Route 30.—Along the Maine Coast,—Rail and Steamer.**

The Maine Central Road to Rockland traverses many interesting towns and pleasure resorts along the Maine coast, where some of the most thrilling and earliest of New England's history was

made, and whence one can continue by steamboat along the coast to Mount Desert and the eastern ports.

Leaving the Union Station in Portland the train passes through Deering, Westbrook Junction (with Portland and Rochester Rd.), Falmouth, Cumberland, Yarmouth Junction (with Grand Trunk Ry.), and Freeport, a flourishing shoe-making village, to Brunswick.

**Brunswick** stands near the mouth of the Androscoggin River, where picturesque waterfalls furnish great water power. The Cabot cotton mill (800 hands), the great Bowdoin paper mills, extensive mills for cutting lumber, making boxes, and lawn-swings, and a factory for making metallic ferrules by swaging, are the leading industries. The operatives (one-third of the population) are mainly Canadian French.

This village hoped to become a seaport, and laid out a street, 12 rods wide and three miles long, from the Falls to Maquoit, at the head of Casco Bay, called The Mall: this is now shadowed by ancient trees, and constitutes a long park down the main street. The new railway station and the City Hall are on this Mall near the center of the village. The City Hall, erected in 1884, cost \$65,000, and contains the postoffice, a soldiers' memorial tablet, and a public hall seating 1,200 persons. The town supports a public library, and has several banks and churches. Stages run daily to villages on Harpswell Neck. The only hotel is a relic of 1829. "Brunswick was first settled in 1628, by Thomas Purchase and those engaged with him in the salmon fishery. It was then called by the Indian name of 'Pejepscot.' In 1714 it was incorporated as a township, the name Brunswick being given, probably, in honor of the house of Brunswick, as George I., the first of this family, came to the throne in that year." Opposite the postoffice there is still indicated the site of a block-house, built in 1730 to protect the settlers against the Indians. It struggled along as a country village of no special importance until its future became assured by the founding there of what is now the most interesting fact in the town,—

**Bowdoin College.**—This institution, founded in 1794, is notable for the large number of men of distinction whom it has graduated, including President Franklin Pierce, Nathaniel Hawthorne, Henry W. Longfellow, John Appleton, Chief Justice Fuller, Dr. Fordyce Barker, Gen. O. O. Howard, Senators Wm. Pitt Fessenden and Eugene P. Hale, and John A. Andrew, war governor of Massachusetts. The presidents and professors have in

many instances been men of widely known scholarship in their specialties; and it must not be forgotten that the wife of one of these conferred distinction upon the community, for in a house on Federal Street, still pointed out, Mrs. Harriet Beecher Stowe wrote "Uncle Tom's Cabin" and "The Pearl of Orr's Island." It was organized as a public institution, but took its name from the distinguished Bowdoin family of Boston, from whom it received early and important gifts. It occupies an elevated plain southwest of the village, where its extensive campus has grown beautiful with elms, maples and shrubbery, and is surrounded by pleasant streets inhabited mainly by college people. The staff of instruction, exceeds 30, and the students now number about 370, one-third of whom are in medicine.

The College buildings are numerous and interesting. The older part is a row of four old-fashioned dormitories, and the double-spired chapel. In the rear of this is the gymnasium; and behind that, beyond the "whispering pines" celebrated in the stories of Elijah Kellogg, another local author, is the athletic field—one of the best in the country. Outdoor exercise is in vogue at Brunswick, especially driving and cycling; and in Gould's excellent little "Pocket Guide" full information is afforded as to the roads, villages and shore-haunts of the vicinity. A part of the chapel is known as Bannister Hall, and contains the *College Library*, which is the largest collection of books in the state (about 60,000 volumes), and includes many rare and curious volumes, such as Elliott's Indian Bible. Some of these treasures are exhibited in table cases. Here, also, may be seen several interesting busts and portraits, and a large collection of trophies, in silver and otherwise, captured by the various athletic teams. A history of the College is for sale at the Library. *Memorial Hall* is a large granite building near the main gate, erected in 1868, at a cost of about \$75,000, to commemorate the 290 Bowdoin students who fought to maintain the Union. The second story is devoted to a lofty and spacious hall for general assembly purposes, adorned with tablets containing the names to be honored, and hung with busts and portraits of the presidents, benefactors and distinguished graduates of the institution. In the rear of this hall is the First Congregational or College Church, whose beautiful memorial windows, made in Munich, ought to be examined. In front of Memorial Hall, facing the Chapel, stands the massive *Searles Science Building*, whose collections and laboratories are well worth attention. The special object of public interest, however, is the

**Walker Art Building.**—The College received by legacy from James Bowdoin, in 1811, his collection of about 100 paintings and

150 original drawings by the masters. A collection by Col. G. W. Boyd and other gifts followed, which were scattered through the library, chapel and elsewhere for safekeeping. In 1892, however, the Misses Walker, of Waltham, Mass., gave the money for the erection of a building for the art collections of the College, which was completed in 1894, after designs by McKim, Mead & White, of New York. It stands apart, in an open part of the campus, is of stone and dark brick, with an imposing facade and portico, guarded by carved lions and surmounted by a dome. The general effect is of classic simplicity and a beauty far beyond the ordinary. Passing within the entrance-loggia, the central part of the building is found to be a hall beneath the dome, the four tympana under which, each 26 feet in width, are to be filled with four paintings, symbolizing the artistic achievements of Athens, Rome, Florence, and Venice, executed by Messrs. John LaFarge, Elihu Vedder, Abbott Thayer, and Kenyon Cox, respectively. This hall is devoted to sculpture, and contains not only many plaster casts of classical statuary, but original tablets brought from Assyria, some portrait busts, and Hawthorne's writing-desk. Leading from the Sculpture Hall are the various galleries. At the left, occupying the entire wing upon that side, and containing the Boyd paintings and others, the fine Houghton collection of Japanese and Chinese works of art, and the Virginia Dox collection of rare and valuable objects of native American art, is the Boyd Gallery, twenty-five by fifty feet. At the right is the *Bowdoin Gallery*, which contains the James Bowdoin paintings and drawings. These represent most of the European schools, and include several examples of the work of well-known painters, as Salvator Rosa, Nicolas Poussin, Fr. Joullain, Rubens, Van Dyck, Copley, Gilbert Stuart, and many others. As a historical collection it is of great value. Still more interesting and valuable, however, are the original drawings shown here of Correggio, S. Rosa, Adel Sarto, Zuccaro, Tintoretto, Titian, Claude Lorain, Rembrandt, Peter Lely, and many others. The rear room is devoted to the *Walker Gallery*, which shows the work of prominent modern painters and other artists. Here are some of the best examples of Corot, Daubigny, Millet, Troyon, and others of the French school, while American art is represented by paintings and drawings by Winslow Homer, Hopkinson Smith, J. A. Brown, J. F. Cole, Daniel C. French (a bust), and others. This room also contains choice specimens of ancient glass, Roman sculpture, old Flemish tapestry, and oriental ivory carvings, and its treasures are constantly being augmented. In the basement are the lecture hall, the Assyrian sculpture room, curator's and students' rooms, besides the boiler-room, lavatory, and coal cellars. A descriptive catalogue may be obtained of the curator.

**Railroads radiate from Brunswick thus:**

1. West to Portland. See above.
2. Northwest to Lewiston. Route 31.
3. North to Augusta, etc. Route 35.
4. East to Rockland. See below.

Proceeding eastward, the train soon crosses New Meadows River, an inlet from Harpswell Bay, and reaches Bath, on the Kennebec. Bath is a maritime city stretching along the western bank of the river for four miles, an electric railway connecting the extremes with the business center. It has comfortable hotels, is the county seat and a port of entry, has the free Patten Library, the nucleus of whose books was the personal library of old Governor King, and fires salutes from a cannon once a part of the armament of the British man-of-war "Somerset," which lay in Boston Harbor at the time of the battle of Bunker Hill, and is alluded to in Longfellow's "Ride of Paul Revere."

Bath is now one of the principal ship-building towns in the country,—an industry for which it has long been famous. The largest wooden sailing craft afloat have been launched here lately, and still bigger ones are building. The Bath Iron Works is an extensive plant, employing hundreds of men, devoted mainly to constructing and fitting ships; and at these yards have been built the U. S. ram "Katahdin," the gunboats "Machias" and "Castine," and several torpedo boats.

The Kennebec, reinforced just above the city by the waters of the Androscoggin, affords a deep harbor and waterway to the sea; and this is a port of the Kennebec Steamboat Company, with daily steamers to and from Boston and the gateway to the summer resorts in the islands and peninsulas of

**Booth Bay and Pemaquid.**—This coast is indented by inlets, leaving between them long, narrow peninsulas and numerous rocky, wooded islands and islets. The scenery is exceedingly picturesque, and every condition present for a healthful, joyous seaside life, except, perhaps, bathing, which can be indulged only by the strongest and for brief times, on account of the coldness of the water. Fishing and boating are unlimited. The shore-country is interesting and beautiful, and the student of history and antiquities can find material for study and fancy here as nowhere else, for English possession began in 1605, and

struggled for existence against Indian, French and rival American claimants for a century and a half. The following are shore resorts of note:

*Popham Beach*, at the mouth of the Kennebec, reached by steamers from Boston, Portland and Bath. Here rocky bluffs, plentifully wooded, abut upon a long crescentic ocean beach, and are crowned by two large modern hotels. Pine groves and a fresh-water lake are near by, and arrangements for surf-bathing are complete, while the seaward views are admirable. This locality is the site of the oldest settlement in New England,—that of the Englishmen under George Popham in 1607. Here a fortified trading post was built—Fort St. George—an Anglican church set up, explorations made, and a ship built and launched in which, the next year, the whole colony returned to England, excepting their leader, who had died and was buried here. There was an immediate return, however, and other English settlements were made at Pemaquid and elsewhere in the neighborhood that speedily became a flourishing commercial colony of great value to the mother country, and one jealously courted and fought for by France. There is scarcely a point or foreshore or island through this whole irregular and beautiful coast where remains of this early occupation may not be found, and to which romantic traditions are not attached. A critical pamphlet-history of the locality has been printed by R. K. Sewall of Wiscasset, and the tale has been picturesquely written by Drake in his "Nooks and Corners of the New England Coast."

*The Eastern Steamboat Company's* route from Bath is directly across its harbor, leaving the Kennebec River at Arrowsic Bridge, and running easterly across sheltered bays and through narrow passages, with lovely evergreen shores, seven miles easterly to Westport Junction, where the route divides into two lines, and transfer boats are taken at stated times. Riggsville, Mechanic's Island, and Fire Islands are west of Sheepscot Bay and River, up which steamboats of two lines run to Wiscasset. Across the bay, near or on the Boothbay or eastern shore of the Sheepscot River, are the Isle of Springs, Sawyer's Island, Dogfish Head and Southport, where a narrow passage leads through into Boothbay Harbor and the more populous resorts. At the entrance is Mouse Island, where transfer steamers take passengers for Capitol Island, Ocean Point, Spruce Point, Murray Hill, Mount Pleasant, Heron Island, Christmas Cove and Pemaquid. Mouse Island is especially noted for its fishing, Boothbay Harbor having been the resort of fishermen for three centuries; it has a locally famous hotel in the Samoset. The village of Boothbay is at the head of the bay on the mainland. Spruce Point and Capitol Island are smaller landings, and in the mouth of the bay is *Squirrel Island* (Squirrel Inn)—the foremost resort of this re-

gion, which is owned by an association of Massachusetts men, and managed in an exclusive way. Several miles seaward from Squirrel Island, out in the open ocean, is the small, rocky, wooded island of Monhegan, which is inhabited by fishermen, for whom it has been a station ever since 1605. Its bold cliffs and storm-beaten woodlands have made it especially attractive to artists. It is reached by steamboat from Boothbay three times a week, and has a comfortable hotel. East of Boothbay Harbor is Linekin Bay, and Linekin Neck, upon the shore of which are Ocean Point, Bayville, Mount Pleasant and other summer settlements. Passing around into the mouth of the Damariscotta River, Heron Island and Christmas Cove are passed on the way to the most easterly and historically interesting point of this side-trip,—*Pemaquid*. The village is a small farming and fishing place upon a landlocked harbor, having excellent country roads and very picturesque surroundings.

"History records the first permanent settlement at Pemaquid in the year 1607. It was from here that Samoset, 'Lord of Pemaquid,' went to Plymouth and greeted the Pilgrims with 'Welcome, Englishmen.' From this early date, Pemaquid grew in importance until she became the metropolis of New England, and the only port of entry long before Boston was. Four forts have been erected and destroyed during the contention of three nations for supremacy here. The first, a wooden stockade, was built by the citizens in 1630 and in 1631, and destroyed by Dixie Bull in 1632. The second, a strong redoubt, was built by Governor Andros, of New York, in 1677; destroyed by the Indians August 2, 1689. The third, Fort William Henry, built of stone and mortar, with the highest wall 22 feet, was erected under the personal supervision of Sir William Phipps, in 1692, and destroyed in 1696 by a land force of Indians, under Castine, and three French men-of-war in command of De Iberville, who landed his forces in the night and planted his artillery on the site where now stands *The Edgemere*. The fourth, Fort Frederick, was erected on the foundation of Fort William Henry, by Col. David Dunbar, by direction of the British government, and was dismantled by the citizens of Pemaquid to prevent the British from gaining a stronghold here during the Revolution. The ruins of these forts, the paved streets with cobble sidewalks, the quaint epitaphs on the old slate headstones in the old burying-ground are only a few of the many interesting reliques to be seen here."

*Continuing the Route*,—at Bath the train is placed on the ferryboat "Hercules" and carried across the Kennebec to Woolwich, the birthplace of that Sir William Phipps who won Port Royal from the French, and then was governor of the Massachusetts Bay Colony until 1694. Nine miles beyond is Wiscasset,

the county seat of Lincoln, and once of great importance as a seaport and in shipbuilding, its fine harbor nearly securing for it an United States navy yard. It is a pleasant, wealthy old town, in close communication with the summer resorts of the neighboring coast and islands, and recovering its prosperity partly by reason of becoming a new railway terminus.

**The Wiscasset & Quebec Railroad** or "Sheepscot Line," extends northward from here along the bank of Sheepscot River through the towns of Alna, Whitefield, and Windsor, thence via a lake region to Burnham,—54 miles. From the development of the waterpower and resources of these towns large returns are expected, and the road makes accessible many new lakes, rivers and woodlands filled with fish and game hitherto almost undisturbed.

The train passes on through quaint old seafaring villages, often crossing tidal inlets, and giving charming views of the sea and coast. The principal stations are New Castle, Damariscotta, Waldoboro, at the head of Muscongus Bay, Warren and Thomaston. From each of these stages run to coast villages frequented by summer visitors. *Thomaston*, at the head of the deep and narrow fiord called St. George's Bay, began as a frontier post in 1720, and was the scene of repeated strife with the French and Indians until the Revolution, when it was captured by the Indians.

This region formed the Muscongus tract or patent, and was owned previous to the Revolution by General Waldo, who peopled it with German and Scotch immigrants. His heiress married Henry Knox, of Boston, who rose to be Chief of Artillery of the Continental Armies. After the war General Knox came here and built what was for that time a palatial mansion, where he ruled the district like a lord of the manor. The county was named after him; and his mansion, "Montpelier," stood close to the present railway station, which was one of the offices of the estate. Along the neighboring coast are some of the most ancient settlements, forts and landmarks in New England; and various villages are now reached by stages.

Thomaston is now a lively little maritime town, and has the State Prison, under whose walls the train passes on its way across St. George's Peninsula to the terminus at Rockland.

*Rockland* stands upon the shore of Penobscot Bay, and is the capital of Knox County. It is a pretty town, whose income is

derived mainly from the sale of cement and lime burned in the neighborhood, and from the granite gathered from Dix's and other near-by islands, which has gone to the construction of many famous buildings in this and other countries. Stages run to St. George, Owl's Head, and many other coast and inland points, some of which are becoming favorite summering places. Electric cars run to Thomaston, and up the coast to Rockport and Camden,—the latter a very delightful trip. There is frequent steamboat service to Boston and river towns (See 30a.): to Portland and coast landings; and to Mt. Desert, Blue Hill, and the islands and ports eastward (see below).

*Bay Point Hotel*, at the Breakwater, 30 minutes' ride by carriage from the station, is a new hotel of great size and modern elegance, which offers all the attractions of the locality to summer visitors, and invites transient traffic. It stands directly upon the bay shore, and is open from June to October.

**By Steamboat to Mt. Desert and Eastward.**—The steamer "Frank Jones" makes three round-trips a week in summer between Rockland, Mount Desert and Machiasport, in connection (on the wharf) with through trains to and from Portland and Boston. This is a large, new and commodious steamer, and it follows the thoroughfare passage through the islands, giving a minimum of outside water and a great variety of interest. The start is made early in the morning, but one should arise to see the beauty of the coast left behind, rising northward into the Camden Mountains and stretching southward toward the open sea, while eastwardly can be seen the groups and scattered summits of the rocky headlands and isles that guard the coast, culminating in Blue Hill. Near by on the right, as the steamer gets out into the beautiful bay, are the two large islands Vinal Haven and North Haven, surrounded by islets where the finest granite is quarried. These islands also support a hardy population of farmer-fishermen, who are connected with Rockland by a steam ferry. Bearing northward, the first landing is made at Islesboro, a rising summer resort, with many boarding houses and the large Islesboro Inn. Continuing, the eastern branch of the river is crossed and Castine appears, scattered upon the slopes of green hills that overlook puzzlingly crooked inlets as well as the broad bay. It is principally a colony of the cottages of summer

residents, many of which are very costly and handsome; and there are only two hotels.

"*Castine* and its environs are famous for their traditions connected with the old Indian and Colonial Wars. Permanently settled in 1626 by Isaac Allerton, of the Plymouth Colony of Massachusetts. Incorporated February 10, 1796, in memory of the French nobleman, Baron de St. Castin, who married the daughter of Madockawando, a Sagamore of the Tarratines. It has a magnificent harbor, which is completely landlocked, free from squalls, safe for boating and canoeing. Its clean, wide and shady streets, quaint, old-fashioned houses, attractive location, uniform healthfulness, with the great variety of points of historic interest, such as Castin's Fort, 1626; Fort George, 1779; Fort Madison, 1811; numerous batteries and fortifications, Dutch ovens, British baking place, 1779; houses occupied by the English, etc., etc., make Castine one of the most interesting and delightful watering places on the Atlantic coast." It has ferry connections with Rockland and Belfast, twice or more daily in summer, stages to Bucksport, and daily steamers to Bangor and river-ports, and to the various sea-islands.

Leaving Castine, the steamer turns southward along the shore of historic Cape Rosier, and enters Eggemoggin Reach between Little Deer Isle and the mainland. From this point until the steamer emerges into Blue Hill Bay, the route is of varying beauty. The narrow strait holds many a picturesque inlet and seaside hamlet, interspersed with broad harvest fields, wooded crags and barren ledges.

The first landings in the reach are made respectively at Brooklin and Sargentville, on the main, before crossing to the northern point of Deer Isle, whence the route lies across to Sedgwick, where passengers connect for *Blue Hill*, and then the steamer enters Blue Hill Bay, with Mt. Desert "dead-ahead," its peaks plainly visible. No approach to this distinguished island can compare in beauty and interest with that which is provided by this route. As the steamer draws near, Bass' Harbor Head Light appears perched high upon the southern extremity of Mt. Desert. Rounding this point, the first landing on Mt. Desert is made at South West Harbor. Somes' Sound, which nearly bisects the island, opens to the view as the steamer is headed into North East Harbor; thence it returns to round Bear Island Light and steams close in shore past Seal Harbor, Otter Cliffs, Great Head, Anemone Cove and Schooner Head in succession, until the light

on Egg Rock marks the approach to Bar Harbor, where the landing is made at the principal wharf at the foot of the main street.

For Bar Harbor see Route 31.

Leaving Bar Harbor for the east, the steamer courses Frenchman's Bay, rounds Schoodic Point, and, guided by Petit Manan and Pond Island lights, enters Narragaugus Bay to Millbridge Harbor.

This is the landing for Millbridge, Gouldsboro, Cherry Valley, the Beddington silica mines, and other villages reached by stages, affording an entrance to many forest and lake sporting resorts. The swift Narragaugus River comes down from the interior forests; and in the bay are many shore-points and islands where summer cottages and boarding houses have been built. A ferry steamer runs to Ripley's Neck, where there is a large hotel. Crossing the bay and entering the Moose-a-bec passage, Jonesport is reached, beyond which the steamer threads a maze of islands in Englishman's and Machias Bays to *Machiasport*, the end of the voyage.

This maritime town is at the head of the bay in which was fought the earliest naval battles of the Revolution. Four miles inland, by a short lumber railway extending eight miles to Whitneyville, on the Machias River, is the manufacturing town of Machias, the supplying point for all this region, and the county seat of Washington, a county that includes the whole southeastern corner of the State, and is a rocky, lake-dotted wilderness, though penetrated by roads. Cutler Harbor is a rising summer resort on the seashore somewhat east of the bay, having boarding houses and one hotel, and reached by the daily stage. From Machiasport to Lubec, opposite Eastport (Route 32), there is operated a line of daily stages useful to sportsmen.

#### Route 30a.—Boston to the Penobscot River.

The Boston and Bangor Steamship Company sends a steamer ("City of Bangor" or "Penobscot") every week day in summer at 5 p. m. from Foster's Wharf, Boston, which arrives in Bangor, at the head of navigation on the Penobscot River, next day before noon. These are large side-wheel steamers built for sea service.

The features of Boston Harbor, and the headlands of Marble-

head and Cape Ann are passed before dark, and Penobscot Bay is entered by rising time next morning. The first halt is made at Rockland (see above). Leaving Rockland, Bay Point, Glen Cove and Rockport, a busy lime and ice port, are passed, and the second stop is made at *Camden*, where is growing up an elegant settlement of summer cottages on the hillsides that slope up from one of the loveliest harbors of this region to the heights of the Camden Mountains.

These shapely and wooded summits culminate in Mt. Megunticook, nearly 1,500 feet high, at the base of which, two miles inland, is the large, winding Lake Megunticook, which is reached by a turnpike road, and where there is a summer hotel, a steamer, etc. From another lake (Lake Mirror) Camden, Rockport and Rockland derive their water supply. Camden is surrounded with fine drives and cycle routes, and is connected with Rockland by an electric line, which it is proposed to extend to Belfast.

Still skirting the populous western shore, the steamer soon passes Northport, at the foot of Mount Percival, where Chautauqua summer schools, Methodist camp-meetings, etc., assemble, and then lands at *Belfast*, once important as a shipbuilding and seafaring town, and still a flourishing place. It is the terminus of a branch of the Maine Central Road (Route 31), and of a ferry, twice daily in summer, to Castine and other near landings. After touching at Searsport, and then rounding Sear's Island, the steamer next stops at Fort Point, where, in 1759, the British government erected the strongest Colonial fortification of this region (Fort Pownal) to govern this river, which was then the great highway by which the Indians, under guidance of the Canadian French, descended to their periodical attacks upon the English colonies. The headland is now the property of a hotel company which has a high reputation, and has the benefit of the medicinal mineral springs of Stockton, a village visible three miles away. Above Fort Point the bay rapidly narrows to the proper river-mouth at Bucksport Narrows, where a modern, granite fort (Fort Knox), not now garrisoned, commands all approaches from the sea. The shores here are populous with summer cottages scattered among the farms and villages of former days; and just above the Narrows is the populous market and fishing town of *Bucksport*, the vicinity of which abounds in attractions for summer visitors. This is the terminus of the rail-

road along the eastern shore to Brewer, opposite Bangor (Route 31); and here passengers for Mount Desert by the steamers of this company may change boats. There is also a steam ferry to Fort Knox and Frankfort. The large buildings conspicuous on high ground here are those of a Methodist seminary.

Above Bucksport the Penobscot is narrow, winding, and to a high degree picturesque, making this one of the most interesting river trips in the country. High, rocky hills, from which granite is quarried for export in large quantities, form the background of a shore studded with fishing stations, ice-houses, old farms and lively villages—all connected with Bangor by stages as well as boats—while its margin is pleasingly diversified with green meadows, little harbors, where small vessels are lying, and bold, rocky, spruce-covered headlands. A great variety of craft is seen, and the interest of the passenger is excited throughout. Winterport is an exceedingly pretty town, growing into favor as a summer resort, on the western bank, five miles above Bucksport; seven miles farther is Hampden, with its great ice-houses and lumber-mills; and five miles north of that the terminal port, **Bangor** (see Route 31), where the steamer lands in the center of the city, within three minutes' walk of the Union Railway Station and the Main Street Electric Cars.

Between Bangor and Mt. Desert a daily line of boats is maintained in summer, leaving Bangor and Bar Harbor about 7:30 a. m. and reaching their terminus before dark. They make all the customary landings in the river, run along the eastern shore of the bay, connecting at Castine with the steamers to Rockland and Belfast, and pass through the islands by much the same course as above noted. The largest of these steamers, the "Mount Desert," does not go to Bangor, however, but plies only between Bar Harbor, Rockland and intermediate points.

#### Route 31.—Portland to Bar Harbor.

*The Maine Central Road's main line route* is from Portland via Lewiston to Bangor, Northeastern Maine, the Maritime Provinces and Mount Desert. Leaving the Union Station in Portland, it passes through the adjoining town of Deering, crosses the Portland & Rochester Road (Route 18) at Westbrook Junction, near which are Evergreen Cemetery and the buildings of the Westbrook Female Seminary and Female College. It then crosses Falmouth, spans the Presumscot River, the outlet of Sebago Lake, just before reaching West Falmouth, a station for

the villa-lined foreshore near by; and at Cumberland Junction diverges to the left (northward) from the line to Brunswick and Rockland (Route 30). The route now lies across a level, and very pretty and prosperous region, through Walnut Hill (station for Westcuestigo Mineral Springs), Gray and New Gloucester, to Danville Junction.

Raymond Spring is the name of a quiet rural resort six miles west of New Gloucester, by stage, and four miles from Poland Spring, where there is a magnesian salt spring and a comfortable hotel. Sabbath Day Pond, near by, is the seat of a colony of Shakers.

Danville Junction, in the city of Auburn, is at the crossing of the Grand Trunk Ry. (Route 38), and the station for Poland and Wilson Springs, five miles west by stage or carriage. The station has a luxurious waiting room and a restaurant.

**Poland Spring** is a prominent inland health and pleasure resort of Maine. It is five miles distant from Danville Junction, and Concord coaches meet all trains, conveying passengers to the vast and fashionable hotel which will accommodate 500 guests; while the extensive hotel park and the rural neighborhood afford area for delightful driving, cycling and rambling on foot. The elevation is 800 feet above the sea, lakes are numerous, and the higher points give charming views of the White Mountains. A lesser hotel, the Mansion House, is open throughout the year. Another medicinal spring, the Wilson, near North Raymond, is attracting attention in this locality.

Six miles beyond Danville Junction the train arrives at the crossing of the Androscoggin River, where are the twin cities Auburn and Lewiston. These owe their rise here to the cataracts and dams (50 feet fall) in the Androscoggin River, which furnish waterpower to a great number of factories, and form a fine spectacle.

The Androscoggin River, one of the three principal rivers of Maine, is the outlet of the Rangeley Lakes, emerging from Lake Umbagog, the lowest of the chain. It pursues a tortuous course along the eastern base of the White Mountains, has everywhere a very rapid current, furnishes an enormous waterpower, utilized at many points, and joins the Kennebec near Bath.

*Auburn*, the county seat of Androscoggin, is a closely built manufacturing town, devoted mainly to shoe-making, this industry employing more than 2,000 men and women there and producing 5,000,000 pairs annually. There are other factories,

however, of which the principal are the Barker Cotton Mills. Just before entering the pretty station grounds the buildings of the Edward Little Institute are seen northward. Lake Auburn, 5 miles distant, and reached by electric cars, is a pleasure resort, with mineral springs, steamboats, a modern hotel, etc.

Lewiston, the second city in the State, occupies the eastern bank of the river, and is connected with Auburn by four bridges, and lines of electric street cars. Cotton and woolen goods, shirtings, sheetings, cassimeres, beavers, tweeds, cloakings, boots and shoes, lumber, machinery, etc., are produced to the annual valuation of fifty million dollars. The great cotton mills, the Continental, Bates, Hill, Androscoggin, Lewiston and others, run 400,000 spindles, and use every year 13,000 tons of cotton, while the roll of operatives comprises 8,000 men and women, largely Canadian French.

A park in the center of the city contains a bronze soldiers' monument and has facing it several churches and the City Hall, with a lofty gothic spire. The city rejoices in a wide-awake class of business men, always alert for municipal interests. Public schools are well provided for; and a higher institution exists in the long established Bates College, whose buildings, and those of its adjunct, the Cobb Theological Seminary, are surrounded by ample grounds. It has a Library of 13,000 volumes. The fair grounds of the State Agricultural Society are located here, and large annual fairs are held.

Other railroads reaching Auburn-Lewiston are the Grand Trunk Ry. (Route 38) by a branch; a branch of the Maine Central from Brunswick along the east bank of the Androscoggin; and the Portland & Rumford Falls Ry. The last named uses the Maine Central (Bates Street) station; the others have separate stations.

Leaving Lewiston the train passes the State Fair Grounds, and soon enters a more hilly region, with numerous ponds. At Leeds Junction, the line crosses from Brunswick to Farmington and the Rangeley Lakes region (Route 33). Beyond this Junction comes Cochnewagan Pond, then Monmouth, named in honor of its founder, Gov. Henry Dearborn, who distinguished himself at the battle of Monmouth, and then Winthrop, lying between Anna-

besscook and Maranacook ponds, Readfield, Belgrade and Oakland, rapidly follow.

These towns are all pleasant villages adjacent to large ponds, and all are more and more resorted to by summer sojourners, who enjoy the rural surroundings and the excellent opportunities for steamboat excursions, rowing, fishing, etc. The principal one is Maranacook, where there are a hotel and extensive grounds prepared for excursions and picnics. Boarding houses are numerous.

*Oakland* is a manufacturing town due to its waterpower; and makes more scythes, in particular, than any other place in the world. It is wide awake. Here branches off to the north the Somerset Ry. (Route 35), whose headquarters are here. Six miles east is Waterville.

**Waterville** is one of the most populous and noteworthy of the interior cities of Maine, industrially and socially. Situated on the Kennebec at Ticonic Falls, whose waterpower is of the utmost importance, the origin of the town goes back to Colonial times, and upon the hills of Winslow, across the river, still stands a log blockhouse, Fort Halifax (well cared for, and worth a visit), erected as a defense against the Indian and Canadian raids. This age has caused the streets of the town to be shaded with long lines of tall and beautiful trees, and even the country roads of the region are thus beautified. In the center of the town is a large park, having a handsome soldiers' monument, the City Hall, the Coburn Classical Institute, the Public Library, and several prominent churches, while the residences of some of the most important families in the State are near by, among them the Hamlin's, one of whom was Hannibal Hamlin, Vice-President of the United States during Lincoln's first term. Waterville has good business houses and banks and takes a leading place in manufactures, having besides several foundries, machine-shops and small industries, the great Lockwood Cotton Mills, employing 1,000 or more hands, and the Hollingsworth & Whitney paper and pulp mills. A line of electric cars runs upon the main street and north, 3 miles, to Fairfield.

*Colby University* is an educational institution of high collegiate rank, whose beautifully shaded grounds adjoin the park about the railway station and overlook the Kennebec River. This institution was chartered in 1814; in 1864 and subsequently

it received an endowment of \$320,000 from Gardner Colby of Boston and took his name. It has from the start been under the care of the Baptist people and of great service in that denomination. Both boys and girls are admitted, and share the instruction; but the young ladies are domiciled outside of the campus. Colby has always taken a leading position in the matter of co-education, and this side of the institution is developing strongly. In close affiliation, as preparatory schools, are Coburn Classical Institute, in Waterville, Hebron Academy at Hebron, Ricker Classical Institute at Houlton, and Higgins Classical Institute at Charleston. Many University Extension lectures are also given here and in other towns of the State by the College staff. The number of students is about 210, of whom one-third are girls. The buildings are worth a visit. Beginning at the southern end of the line, the first is Memorial Hall, a stone building with a tower, erected in 1869 as a memorial to the many students who served in the Union Army during the Civil War. The western wing contains the Chapel, and the eastern wing an exceedingly cozy Library, numbering over 40,000 volumes and pamphlets. Above this is the Hall of the Alumni, where is placed the Art Collection, which consists of portraits of distinguished benefactors and friends of the college, casts of noted pieces of sculpture, and sets of photographs and representations, for the illustration of the lectures on the History of Art. This is well worth seeing, especially the recessed memorial tablet, surmounted by a copy, in marble, of Thorwaldsen's Lion of Lucerne. The next three buildings are dormitories and recitation halls; and the last Coburn Hall, containing laboratories and lecture-rooms in the departments of chemistry and geology, the latter of which exhibits an interesting museum of local rocks and minerals. East of this hall is the new Gymnasium, and north of that the Shannon Observatory, where the physical laboratory is also housed. Beyond that lie the athletic grounds, provided with an excellent cinder track.

**Railroads radiate from Waterville thus:**

1. West to Portland and Boston. See above.
2. North to Skowhegan, Bingham, etc. Route 35.
3. South to Augusta, Brunswick and Portland. Route 35.
4. East to Belfast, Bangor, etc. See below.

All the roads meet in a commodious union station, having a restaurant and near the electric cars.

**Waterville to Bangor.**—Leaving Waterville the train passes the pretty park surrounding the railroad shops and then crosses the Kennebec to Benton, opposite which is seen the town of Fairfield. Ten miles beyond is Burnham Junction, where the

branch to Belfast leads off to the right, across an interesting region to that old ship-building town on the Penobscot, where steamers connect for Boston, Castine and the Coast (Routes 23 and 24). The next station is Pittsfield, availing itself of the waterpower of the Sebasticook River, which empties into the Kennebec near Waterville. The buildings of the Maine Central Institute on the right and of large woolen mills on the left will be noticed.

*Sebasticook and Moosehead Rd.* is the name of a railroad heading northward from Pittsfield. It now proceeds to Hartland (8 miles) on Moose Pond, and may soon be extended through to Moosehead Lake.

Newport soon follows, and is the junction of a branch line extending to the north through Dexter to Foxcroft and Dover (Route 31). East Newport, Etna and other small stations in a well-watered farming region, along the southern border of which rise the Dixmont Mountains, follow in close succession, and bring the traveler to the Penobscot River at Bangor.

Bangor is a handsome, prosperous town, at the head of navigation on the Penobscot, and at the convergence of all lines of communication with the northern and eastern half of the State. It is one of the foremost lumber marts of the world, and the vast collection of logs in its booms and of lumber sawed at its mills is one of the sights of America. Ships from many foreign ports come to these wharves. The gathering and shipping of ice on the Penobscot, the capital and management of which business are nearly all here, is also a vast industry. The production of wood-pulp for paper making is another. Brick making (and exportation by water); the manufacture of heavy boots and shoes, and of the moccasins worn by lumbermen and woods-men; factories of axes, lumbermen's tools, cant-dogs, etc.; handles for tools, agricultural implements, brushes, etc.; carriages and sleighs; and a great variety of products of wood, such as shooks, spools, ship-knees and special timbers, house-building stuff, lasts, etc., are in operation in the city or by Bangor men; while considerable ship-building is constantly carried on.

Bangor is a handsome city, well worth a day's sight-seeing. Here neat, well-shaded streets extend from the valley of the Ken-duskeag, which comes down to the Penobscot through her central

square, over hills that present varied and pleasing prospects; while the churches, residences and public buildings show the qualities of age, wealth and good taste. The City Hall and Y. M. C. A. Building are especially new and notable structures. Schools are carefully attended to; a large public library (41,000 volumes) is open, and the Bangor Theological Seminary is a widely known institution. The most interesting part of the city is the northern quarter, penetrated by State Street, which leads out to the beautiful Mt. Hope Cemetery. One of the residents of this part of town is the venerable Hannibal Hamlin, Vice-President of the United States with Lincoln during his first term. Thomas Hill gives a fine view of the whole town. The city is well supplied with good restaurants and hotels, one of which—the old Bangor House—is widely famous.

*Electric Cars* run to all quarters of town and extend northward to Oldtown.

*Steamboats* run (during the season of navigation) every evening to Boston (Route 30a); and every morning to the ports down the river, connecting at Castine for Belfast, Rockland, Blue Hill, Mt. Desert and the island landings. Local boats run to Brewer and suburban landings at frequent intervals.

The Union railway station is a large covered building, with an excellent restaurant; it is one block from electric cars, and a short distance from the steamboat wharf.

**Railroads** radiate from Bangor thus:

1. West to Portland, Augusta, etc. See above.
2. North to Moosehead Lake, Aroostook County, etc. Routes 33 and 34.
3. Northeast to St. John, N. B., etc. Route 32.
4. South to Bucksport and Bar Harbor. See below.

**Bangor to Bucksport and Bar Harbor.**—From the Union Station the train crosses the Kenduskeag to the Exchange Street station, and a moment later turns to the right on the bridge across the Penobscot, giving a fine view of the river and its great booms, rafts and shipping-wharves. Brewer (see above) is the first station, just beyond which, at Penobscot Junction, a branch leads down the river.

This, the *Bucksport Branch*, serves a number of prosperous

villages, and a region rich in farm products, lumber and stone, along the east bank of the river, ending (19 miles) at Bucksport (Route 30a) whence stages and steamboats run to Castine, Blue Hill and Ellsworth.

The train now enters a forested region showing little civilization or chance for any among the granite ledges, bowlders and gravel heaps. Ponds are frequent, and two, Phillip's and Reed's, are noted fishing places for land-locked salmon, etc., with cottages and small hotels. Bald Mountain is seen in the far southwest, and a remarkable moraine of heavy granite bowlders is crossed, before this rough region is escaped and the valley of Union River reached at Ellsworth Falls, two miles from which is the city of Ellsworth, the county-seat of Hancock, and a fine town, offering many advantages and attractions to summer residents, especially those fond of angling, while the fall shooting is excellent throughout all this region. This is the home of Senator Eugene Hale, whose house is prominent upon the left near the station. Half a dozen miles farther sea-inlets begin to appear, and glimpses are caught at the right of the peaks on Mt. Desert. Then the waters of Frenchman's Bay come into view, and a run out the long peninsula of Hancock Point ends the rail-trip (43 miles) at *Mount Desert Ferry*, where the only civilization visible is the great summer structure of *The Bluffs* hotel.

The train stops upon the covered wharf where the ferryboats lie ready to cross the bay. The "Sappho" goes directly to Bar Harbor (6 miles, 30 minutes); the "Sabenoa" to Sullivan, Sorrento, and other required landings on the bay shore (see below).

**Mount Desert Island.**—The metropolis and principal landing-place for this far-famed summer-ground is at

**Bar Harbor**,—a town lying upon a plateau between Green Mountain and the inner, or northeastern, shore of the island. It has sidewalks, sewers, pure water, electric lights and gas, fine churches, schools, etc., and shapes all its policy to fostering its one industry,—that of entertaining summer visitors. Even its stores, to a large extent, are open only half the year, the merchants and their stocks coming and going with the advent and departure of summer guests. Few hotels are open in winter, and it is then that the boarding-house keepers and citizens take

their vacations. It is only in the summer, therefore, that anyone would find either good public accommodation or social enjoyment at Bar Harbor; and the "season" does not ordinarily begin before July nor last beyond the second week in September, though many visitors as well as cottagers go earlier and stay later than this; indeed, September and October give much of the most attractive weather of the whole year here, for vigorous outdoor enjoyment. During the season, however, Mount Desert undoubtedly presents a more attractive combination of social pleasures and outdoor amusements, amid surroundings stimulating to both body and mind, than any other summer resort in the eastern United States. There is here a union of mountains and seashore, of fresh water and ocean, of warm days and cool nights, and of hotel and home life, that is peculiar to the locality and extremely enjoyable.

Mount Desert has among its summer citizens, and calls to its hotels and cottages as visitors, many families of distinction and wealth, whose costly and often extremely handsome houses adorn all the heights in the neighborhood of Bar Harbor and dot the shores and hillsides elsewhere, and it is undoubtedly due to the enlightenment and liberality of these rich citizens that the town and island owes its many recent improvements, and the system of fine roads that now make driving and cycling a pleasure from end to end of the island; but Mount Desert is not, therefore, an exclusive nor over-expensive place. Excellent hotels open their doors to persons who can afford to pay only moderate rates, and boarding houses and private entertainment may be obtained in Bar Harbor and in other villages, as cheaply as on the mainland. Undoubtedly, however, the general tone of Mount Desert, and especially of Bar Harbor, is regulated by the fashionable and expensive style of living and pleasure-taking in which the majority of its summer residents are able to indulge, centering always at the superb Kebo Club; and such amusements as engage the interest of the crowds at Old Orchard or Martha's Vineyard must not be expected here. Like Newport, Bar Harbor is mainly a collection of the houses of summer residents, and these are constantly increasing in all parts of the island, yet the town has numerous large and well-patronized hotels, in respect to which some particulars will be proper.

Grouping them according to price, the first to be mentioned is the **Hotel Malvern**, a new and quaintly elegant inn on Kebo Street, in the edge of the most fashionable district, which can accommodate 125 guests and charges \$5 a day and upwards. The Louisburg, Atlantic Avenue near Main Street, and overlook-

ing the harbor, is certainly next in rank, charging \$4 to \$5; it has cottages attached to it, and succeeds in many ways in making itself homelike to a degree difficult to obtain in a large and luxurious hotel. In the next group would fall the spacious **West End**, which has a northern outlook over the water; the **St. Sauveur** and its annex, occupying an elevated site in pleasant grounds on Mount Desert Street; and **Rodick's** (closed '97), the oldest, and formerly the most noted house on the whole island, which stands on Main Street in the heart of the village. At these hotels the transient rate is \$3 to \$4 a day. The next group takes in several houses charging \$2.50 a day, all of which are well situated, are of large size and similar characteristics, being about the average of summer-resort hotels; these are: *Bélmont*, in shady grounds on Mount Desert Street; *Lyman's* near by; *Everard*, Cottage Street; *Marlborough*, on Main Street; *Newport House*, shore near the landing. In addition to these are *The Porcupine*,—a large house on Main Street where rooms are rented without board; the Rockaway Hotel, near the steamboat wharf, Hotel Sherman, on Main Street, the Birch Tree Inn, Cottage Street, and Brewer Hotel,—a transient house (\$2) for commercial travelers.

Outdoor amusements are most in vogue at Mount Desert, where driving, sailing, fishing, touring on 'cycles, canoeing and walking are the accepted means of enjoyment. To these the extent, variety, accessibility and historic and picturesque interest of the various parts of the island offer inducements that only grow more attractive with familiarity. In addition to this the neighboring shores of the mainland are year by year becoming more accessible and interesting, so that many seasons would be required to exhaust the enjoyment found in a careful exploration, merely, of this charming locality. Public conveyances assist in this to a large extent. Small steamboats make trips, usually twice a day, to all the landings on the shore of Frenchman's Bay, and to the smaller ports on Mount Desert Harbor, the excursion to the head of Somes Sound being a particularly attractive one; while the Portland, Bangor and Machias steamers enable one to reach shore and island resorts, hunting, fishing and camping places, anywhere along the coast. Certain small steamers and many sailboats are on hand for charter, and yachting parties are frequently made up for a week's cruise or longer; while sea-fishing, rowing, canoeing and picnic parties to shore-points or harbor islands are of frequent occurrence.

*Mount Desert Island* contains about 100 square miles of territory; and has "fifteen mountain peaks, varying in height from 700 to 1,500 feet above the sea level, fifteen ponds and lakes, from a few acres to several square miles in area, deep gorges and picturesque glens, bold promontories and broad stretches of forest, sparkling streams, bays, harbors, coves, and indentations of every variety and form." It is not surprising, therefore, that driving, cycling and pedestrianism, combined with picnics are the chief means of summer pleasure there. The authorities have made a network of admirable roads covering the whole island, and have lately constructed a large number of bridle-paths penetrating recesses where wagons cannot yet go. A map of these can be obtained, and carriages, buckboards and saddle horses can be hired of any sort and at almost any price you choose. The *Shore Path*, near town, is a shady footpath southward from the steamboat wharf to Cromwell's harbor, which forms a sort of public park. It passes near some of the finest private properties, overlooks the sea, has benches in pleasant nooks and is lighted at night. *Green Mountain* (1,527 feet) is the rugged height, visible 60 miles at sea, which rises immediately in the rear of Bar Harbor. A railway was built to its summit and a hotel opened there, but both these have now been destroyed. An excellent road is maintained, however, over which one may drive to the summit and return in three hours if one wishes. This is a toll-road and even foot-passengers must pay; free foot paths lead to the summit, however, and these offer peculiar attractions to hardy walkers. The view from the summit, stretching out over the ocean on one side and across the archipelagoes east and west to the mountainous forest-covered mainland, is one of the grandest in the United States. Nowhere else on the Atlantic coast can such a breadth and majesty of sea-view be obtained; and the visitor to Bar Harbor should by no means miss this excursion.

*The Atlantic Drive* leads southward along the bold cliffs, spurs from the mountains, against which the Atlantic beats, and where the fury of storm-waves is magnificently seen. This drive passes Schooner Head, with its "spouting horn," Anemone Cove, Thunder Cave, Great Head, and the Otter Cliffs, with the open sea always in view to the left, and the great gray crags of Newport Mountain and Otter Peak on the right. An inland route through rocky ravines and forests may be taken homeward, making a round trip of 15 miles. *The Bay Drive* is a similar excursion along the quieter inside shore of the islands, which adds to the attractiveness of its bay-ward view the sight of many beautiful estates and some quaint old farms and villages descended from a more primitive time. The homeward route may be by inland roads that will include Eagle Lake, the great fishing-place and the beautiful Norwood Drive. *The Twenty-Two Mile Drive* is a longer excursion, going beyond the limits of the others to the eastern parts of the Island, where the ancient villages and



LIGHTHOUSE, MATINICUS ISLAND, MAINE.

# Malvern Hotel

AND COTTAGES,

Bar Harbor, Me.

*E. C. BENTZON,*

MANAGER.



fishing-ports along Some's Sound and along the southern and eastern shore, are becoming more and more modernized by the intrusion of summer cottages and hotels. Some of the most distinguished residents and finest houses and grounds on Mount Desert are now found in this more distant part of the island.

*Northeast Harbor* is the principal center here, and has the *Rock End* and other hotels, which offer special facilities for enjoyment, including bathing, which is rarely enjoyed at Bar Harbor.

**Sorrento, Petit Manan, etc.**—The appreciation of Mount Desert has been reflected in the recent establishment of several hotel and cottage colonies upon the neighboring mainland, each of which has its peculiar pleasures and advantages, and all of which have or promise great success. Mount Desert, it will be remembered, blocks the mouth of Frenchman's Bay, whose waters are almost completely land-locked; while its shores are penetrated by long deep inlets, dividing from each other a series of slender peninsulas. The westernmost is *Lamoine*, where there is a fine beach, a good hotel and a cottage colony connected with Ellsworth by a fine drive. *On Hancock Point, next east, are the landings of Mt. Desert Ferry* and "The Bluffs" hotel and cottages. The deep indentation east of Hancock Point is *Winter, or Sullivan Harbor*, at whose head is the old native settlement of Sullivan, where there are famous quarries, at the base of the Tunk and Schoodic mountains; these attract climbers and gunners, and several ponds and streams invite anglers. The "Manor Inn" and many summer residents are bringing old Sullivan into prominence. A long peninsula jutting out from the Sullivan shore has lately been highly improved, and is fast becoming one of the finest and most fashionable cottage resorts on the Bay. This is **Sorrento**, where, it is said, a city of 20,000 people may find room on one of the most picturesque sites of the Bay shore. A company of capitalists has been exploiting the locality with intelligence and liberality, providing good roads, transportation facilities, water, electric lights, churches, a free library, and a showy hotel.

Among prominent people having fine houses here are Chief Justice Fuller, ex-Secretary of War Daniel Lamont, Frank Jones of Portsmouth, N. H., and others of wealth and social renown. The mineral springs of Long Lake yield a medicinal water which is widely exported.

Farther east, along the shore, is West Gouldsboro, where many cottages and boarding houses dot the hilly shores; and a point of land projecting from this shore, known as *Grindstone Neck*, has begun to develop into a fashionable rival of Sorrento. Its quaintly architectural hotel "Grindstone Inn" stands upon the highest point of the peninsula, and is surrounded by a group of costly cottages. *Ripley's Neck* and *Petit Manan*, farther east, belong really to the Mount Desert group, although somewhat eastward of Frenchman's Bay, on the rocky ocean coast. *Blue Hill*, at the head of Blue Hill Bay, a few miles westward by daily steamboat, ought also to be included in this group, as an elegant and advantageous pleasure-place in summer. It is also reached by roads from Ellsworth and Castine.

### Route 32.—Bangor to St. John and Eastport.

The main line of the Maine Central Rd. eastward from Bangor, ascends the Penobscot River, closely adhering to the course of that stream. Mt. Hope Cemetery and the waterworks are seen in the outskirts of the city, then the "Salmon Pool" and the Basin lumber mills. Orono is the seat of the State Agricultural College and Military School, and has paper mills. Oldtown is a lumber-making point of importance, with an electric road to Bangor.

Oldtown is said to take its name from a mistranslation of the aboriginal name of the Island just above it, where upon a government reservation dwell the remnant of the Penobscot Indians—an Abnaki tribe known in early history as the Tarratines. These now number about 350, have few of pure blood left, and are as civilized as the working population about them. The men work in the lumber camps and mills, and in various other industries, and in summer many of them go to the North Woods as guides to hunting parties. The women are excellent basket-makers, but there is little in their village to repay curiosity. Oldtown is now a busy and prosperous community. As early as 1833 it was connected with Bangor by a steam railroad whose locomotives were brought from England, and continued to run until replaced by the existing line in 1869.

Here branches off to the north the Bangor & Aroostook Rd. to Moosehead Lake and the Aroostook valley (Routes 33 and 34).

Crossing the Penobscot, the train continues up the eastern bank through a series of villages devoted to lumbering—Milford, Costigan, Greenbush, Passadumkeag, at the mouth of that river,

Enfield, Lincoln, whence a fine view of Mt. Katahdin is obtained and Winn. The last is a leather-tanning village, ten miles from which, by stage, is Lee, the seat of a Normal School, and near by are several lake resorts with accommodations for sportsmen.

All these stations are in a thinly settled country, abounding in lakes, ponds and streams, abundantly peopled with game and fish; and facilities for camping and sport, with practiced guides, can be had at almost any one of them. Stages reach various well-known camps.

*Mattawamkeag.* the next station, is an important railroad point. Here the Canadian Pacific Ry. (see below) joins the Maine Central Rd., and here are extensive railway repair shops. The old bridge over the Penobscot, visible while crossing the Mattawamkeag River, is the one built by the State many years ago for military purposes when a frontier war was threatened. Turning away from the Penobscot at this point the valley of the Mattawamkeag is followed northeastward through a region of rocky forests broken by sparkling ponds and dashing streams. Game and fish are numerous in all directions. The stations Kingman, Wytopitlock and Bancroft, whence stages run to settlements, sporting lodges and lumber camps northward, are devoted mainly to tanning leather, owing to the ease with which hemlock tan-bark can be supplied from the surrounding forests; at Kingman are said to be the largest tanneries in the world, capable of producing 150 tons monthly. At Bancroft the road crosses the river, and turns east and then south along the highlands south of the Schoodic Lakes, famous for their land-locked salmon and other fishing. The four small towns Danforth, Eaton, Forest and Lambert Lake border the Schoodic chain; and Grand Lake, the principal one, is reached by stages from Forest. From these towns go a great part of the shooks (prepared material) for making the orange and lemon boxes used by the growers and shippers of Florida and southern Italy. They are busy places. Vanceboro (station hotel-restaurant) is the terminus of the Maine Central Rd. It stands upon the western bank of the St. Croix River, which here forms the boundary between the United States and New Brunswick (Canada) and has a busy custom house, and extensive tanneries and lumber factories. The St. Croix is then crossed upon a steel bridge into St. Croix, N. B., where baggage

is examined by the Canadian customs officers. Here the Canadian Pacific Ry. lines begin; but continuous trains are run between Bangor and St. John. At McAdam Junction, a few miles beyond, a Canadian Pacific line north and south crosses; and here passengers change cars southward for St. Stephen and St. Andrews, N. B., and for Calais and Eastport, Me., and northward for Houlton, Me., and northern New Brunswick. A monotonous ride through forests and level farm lands follows to Fredericton Junction, where one changes for Frederickton and the Miramichi region. Here the line turns down the Douglaston valley and reaches the vicinity of St. John Bay, where it turns through Fairfield (Provincial Lunatic Asylum) to the St. John River, and crosses it near the famous falls upon the lofty cantilever bridge into the city of St. John.

**Eastport, Me.**, reached by this route via McAdam Junction, is a flourishing little city devoted to the catching and packing of fish and lobsters, and to dealings in lumber; many persons go thither in summer for a seashore residence, and it is the headquarters of this exceedingly attractive bay-region, with stages to Ferry, Pembroke and Calais. It is situated on Moore Island (bridge, 1,200 feet long, to the mainland), sheltered from the Atlantic by two other islands, Deer Island (a fishing station about the village of Fairhaven), and Campobello Island, both reached by ferries.

**Campobello** is a Canadian island, next the open sea, 10 miles long by about 3 miles wide, elevated, irregular in outline and surface, wooded with pine and larch, and bounded by cliffs of rocks, seamed with chasms and equaled in magnificence only by those of Grand Manan. It is now the property of an association, which has devoted it to summer uses, having built the large and luxurious Tyn-y-Coad hotel, and provided lesser hotels and cottages, boats, carriages, saddle horses and all means of outdoor as well as indoor amusement. All the steamers that come into the bay touch at the Island or at Eastport, to which there is a steam ferry (2 miles).

**Grand Manan** is a pile of rock, facing the sea on all sides with almost unbroken cliffs, 10 miles from Eastport by daily steam-boat to North Head. The island has about 2,700 permanent inhabitants, two good hotels and many summer lodgings, a telegraph cable to Eastport, churches, schools, etc., and is growing in favor as a summer resort.

**Lubec** is a quaint little fishing and milling town, 3 miles from Eastport by steam ferry, and the easternmost town in the United States. It is connected by a daily stage line with Cutler, Whitney and Machias (Route 30), and has facilities for reach-

ing fishing rivers and lakes and forest-camps where game is abundant in the fall.

River steamers run from Eastport up the Passamaquoddy Bay and River through fine scenery to the Canadian ports St. George, St. Andrews and St. Stephen, N. B., and to Robinston and Calais, Me. **St. Andrews**, beautifully situated upon a rocky peninsula between the bay and St. Croix River, is the foremost summer resort of New Brunswick, where many wealthy Canadians have costly cottages, among others Sir William Van Horne, President of the Canadian Pacific Railway. Here is the great Algonquin Hotel, and many lesser places of public entertainment, and remarkable opportunities for seashore enjoyment. It is the terminus of a branch of the Canadian Pacific Railway. St. Stephen and Calais are busy towns, connected by bridges, at the head of navigation on the St. Croix. From Calais a lumbering railroad and stages run inland to villages upon the lakes (with steamboats to hotel-camps) and rivers noted for game and fish

### Route 33.—Bangor to the Aroostook Valley.

Although this, the route of the Bangor & Aroostook Road, properly begins at Oldtown, Me., trains run into and out of Bangor, and through sleeping cars are run, in summer at least, between Boston and Portland and Caribou.

From **Bangor** (Route 32) this road uses the tracks of the Maine Central Road as far as Oldtown, where it swerves to the left, following the line of the former Bangor & Piscataquis Road. The scenery at once becomes interesting, as the train winds its way along the bank of Sebec River, through Sebec (stage to Argyle, 5 miles), Lagrange (stage from South Lagrange to Milford Center, 12 miles, Maxfield, 6 miles, and Radford, 7 miles), and Boyd Lake (birch mills) to Milo Junction, where the line to Moosehead Lake (Route 34) branches off. From Milo, just beyond, a stage runs 8 miles northeast to Lake View, on the Canadian Pacific Railway, at the foot of Schoodic Lake, where there are sportsmen's hotels and facilities. Brownville is 5 miles from the foot of Sebec Lake, where a steamer runs to a hotel and guides' cabins near the head of the lake. Ebeme Ponds are 8 miles north.

*The Iron Works Branch* leads north from here, 13 miles up the west branch of the Penobscot, to **Katahdin Iron Works**, crossing at Brownville Junction the Canadian Pacific Railway. This junction is also a point of departure for Sebec Lake and Ebeme Pond and Onawa. The Iron Works (active mines and fur-

naces) have lately become a considerable summer resort, having a large hotel and sportsmen's facilities. Curative mineral springs flow in the neighborhood; and Silver Lake is one of the prettiest for camping, giving views of White Cap and other large mountains, and there are wagon roads and canoe routes to B Pond, (12 miles), Big Huston (4 miles), and other sportsmen's camps.

*From Brownville* the main line strikes north to the borders of Schoodic Lake. Schoodic Station (camp hotel) is at the northern end of this large lake; and beyond follow a series of trifling settlements, each of which is a gateway to the wilderness of lakes south and west of Mt. Katahdin, forming the sources of the Penobscot, and having hotel-camps, especially suited to sportsmen, but in most cases comfortable enough for anybody. West Seebois is the station for Seebois Lake (2 miles) and Trout Pond (6 miles), both of which have camps: Norcross is situated at the foot of North Twin Lake, which is connected with Pemadumcook, Ambejejus, and South Twin Lakes, steamers running to all points as well as to a landing within fifty rods of Millinockett Lake, which lies on the east. Nahmakanta Lake, lying on the west, can be reached by steamer to the head of Pemadumcook, thence by buckboard to the lake. Hotel-camps exist at all these points. North Twin Dam, one mile farther, is a lumbering station with a hotel-camp on the north shore of the lake, giving a fine view of Katahdin.

Millinockett is the station for Millinockett Lake (6 miles north by team), where are two hotel-camps; and for Debsconeague, 20 miles north, with a camp at the foot of Mt. Katahdin; Togue Pond is near there. Grindstone is at the crossing of the East Branch of the Penobscot, the great highway for canoe travel to the eastern foot of Mt. Katahdin, to the sources of the Aroostook and to one of the canoe-roads to the headwaters of the St. John. Thoreau's "Maine Woods" is largely devoted to the author's descent of this river; the remainder of the book deals with Moosehead Lake, the West Branch lakes and Katahdin, and all of it should be read by every one interested in this watery wilderness. From Sherman, a busy village, with waterpower, stages run southward to Sherman Corners (2 miles), Silver Ridge (6 miles), and north to Patten (7 miles). *Patten* is an old lumbering center, now becoming a woodland resort, having an excellent climate and good facilities for driving and canoeing, with unlim-

ited fishing. It offers the best route to Mt. Katahdin, a wagon road reaching Katahdin Lake, 22 miles, where the ascent of the mountain is begun over a plain path. The Shin Ponds (10 miles from Patten), Seboois House (20 miles), Grand Lake (26 miles) and Trout Brook Farm (30 miles) are hotel-camps reached by driving, and surrounded by lakes, mountains, fishing-streams and hunting-grounds. From Crystal stages run to Golden Ridge (2½ miles). Island Falls (sawmills and great tanneries) is near Mattawamkeag Lake, an expansion of the Mattawamkeag River (see Route 26) in the midst of fishing waters. At Oakfield the farming region is entered, and wagon-roads go north 32 miles to Oxbow; and a railroad is projected to Ashland, on the Upper Aroostook River, at the western base of Haystack Mountain. But this district is best reached from Presque Isle (see below).

This extension will open to sportsmen and tourists the head-waters of the St. Croix, and the lakes and streams at the sources of the Aroostook. If carried on, as intended, from Ashland to Fort Kent, on the Temiscouata Railway and St. John River, 25 miles above Madawaska, it will make easily accessible Portage and Eagle Lakes and the whole Fish River region, which even now attracts sportsmen over the roughest roads, and offers them rude camp-hotels.

This brings us to

**Houlton**, a town on the Upper St. Croix River, founded nearly a century ago by a band of intrepid settlers, who were utterly isolated until the building of the Military Road, in 1832, when Houlton became the headquarters of the threatened war over the boundary dispute. Houlton is now a wealthy and beautiful place, having fine educational institutions, handsome churches, gas and electric lights, public water, etc. It is the county seat of Aroostook, a county which embraces all the northeastern part of the state; and is the market town for a wide and fertile region. Nickerson Lake is a pleasure-resort near by. Houlton is also the terminus of the Canadian Pacific Railway branch from Debec Junction, N. B., connecting it with Route 27.

North from Houlton the railway passes through Littleton, Monticello, Bridgewater and other farming and factory villages, to Fort Fairfield Junction, near Mars Hill, whence a branch goes to Fort Fairfield, on the boundary (stage to Limestone, 10 miles).

The Aroostook River is reached at Presque Isle, a large and active town, with banks, electric lights, etc.; and much business with the upper valley, whose sporting fields near Oxbow are easily reached. Stages run daily to Ashland (24 miles), and Washburn (12 miles).

Caribou, the present terminus of the line, is 10 miles further down, and is a growing town, with waterpower, and the terminus of the Canadian Pacific Railway branch from Aroostook Junc., New Brunswick. There are hotels at these towns and fine fishing in the neighborhood, the salmon-pool of the Aroostook, near Caribou, being widely celebrated. Stages run daily to Perham, 10 miles west, and to Van Buren, on the St. John River, via New Sweden; but an extension of the railroad will soon be made to Van Buren.

**Route 34.—Portland to Moosehead Lake and Headwaters of the St. John and the Allegash.**

Several all-rail routes may be taken from Portland to Moosehead Lake.

1. By way of Lewiston, Waterville, Newport and Dover. See Route 31.
2. By way of Augusta (Route 35), Waterville, Newport and Dover.
3. By way of Route 31 to Bangor, and Route 33 to Milo Junction. This is the nearest route from Mt. Desert.

From Milo Junction the Bangor & Aroostook Road follows the Piscataquis River nearly to its sources. South Sebec is the station for Sebec Village, on Sebec Lake, 5 miles by stage north. Dover and Foxcroft are lively towns, on opposite banks of the river, and practically united. Into the former comes the Dover Branch of the Maine Central (Route 31),—the direct route to Moosehead Lake from the south, with through cars on certain trains; and the latter town is the seat of Foxcroft Academy. Stage to South Dover, 6 miles. Guilford has waterpower mills (woolen cloth, excelsior, etc.) and a stage line to Parkman, 5 miles south; and from Abbott Village daily stages run south to Kingsbury, Mayfield; to Bingham, 24 miles, the terminus of the Somerset Rd. (Route 35); and northward, through N. Guilford, Howard, Willimantic (head of Sebec Lake) and Norton to Onawa, on the

*Canadian Pacific Railway line.* From Monson Junction, a narrow-gauge railroad runs north to Monson, surrounded by small lakes, which is a place of increasing importance and preparedness as a summer resort, especially at Lake Hebron. Extensive slate quarries are operated there, and every sort of fine slate goods are made, as well as roofing slates. Turning more toward the north the railroad passes through wild hills to Greeneville, the village and steamboat landing at the southern end of Moosehead Lake, where the Canadian Pacific crosses the terminus of this line. This is a large village, with stores capable of supplying everything needed for a trip to the woods, and with good hotels and boarding houses.

**Moosehead Lake**, the headwaters of the Kennebec River (alt. 1,023 ft.), is the largest body of fresh water in New England, 38 miles long, and with an indented shore line measuring nearly 400 miles. It lies north and south in the central trough of the State, is broken by several large islands, and deeply indented by Mt. Kineo and other headlands. Lofty mountains bound it upon the east, while to the west a great swampy plain opens to the upper Kennebec and Moose River valley.

This lake has been a pleasure and woodland resort for fifty years, and the number of persons who go thither annually increases, while the facilities for transportation and comfortable residence about the lake and in the forests north and east are steadily enlarged in proportion to this growing demand. The hard "roughing it" required of travelers in the days when Winthrop, Lowell and Thoreau were there and wrote their books are past, and sportsmen-travelers may now penetrate the Maine Woods with comparative ease, while losing none of the wildness and remoteness that are their foremost charm. The wise laws of the State as to the protection of game have been vigorously enforced, and bears, moose, caribou, deer, and lesser quadrupeds and birds reward the sportsman in season, as of yore; while the fishing in all the larger and less accessible waters is unimpaired and is likely to remain good for many years to come.

Steamboats meet all express trains, and convey passengers promptly to the Mt. Kineo House and other landings on islands, shores and at the head of the lake. The following memoranda, from H. B. Coe's recent pamphlet "Paddle Drippings" will be useful:

To the westward of Deer Island is the East Outlet and dam,

which take again the waters of the Kennebec, previously interrupted by the lake at Moose River, which flows in from its head in Lake Megantic (on C. P. Ry.), and may be considered the true source of the Kennebec. From Indian Pond, 5 miles below the dam by road, it is feasible to descend the Kennebec (see Route 35) in canoes to the borders of civilization. On the east side of the lake is Spencer Bay, into which come Spencer Brook from the small marshy Spencer and Lucky ponds (caribou ground), and Roach River, the outlet for Roach Pond. This latter is best reached by landing at Lily Bay (hotel) and driving 7 miles (corduroy road) to the hotel at the foot of the pond; by a canoe voyage across the pond (7 miles) and a drive (4 miles) over a tote road, Randall's Camp on West Branch Pond is reached. These ponds, beneath White Cap and the Spencer Mts., are filled with trout. Rude roads penetrate to other ponds and mountain streams in this region.

*Mount Kineo*, half way up the lake, is a mass of hornstone, 1,000 feet in altitude, forming a peninsula from the eastern shore. It slopes up somewhat gradually from the lake-shore, but is very steep on the south side, and toward the east drops in a sheer cliff having 700 feet of vertical height,—one of the most magnificent precipices in New England. Indeed, in certain characteristics there is nothing in the East to equal Mt. Kineo; and the view from its summit, covering nearly the whole lake, a great number of high and shapely mountains and overlooking a vast area of unbroken forest eastward to the wedge-shaped blue mass of Mt. Katahdin, is one of the most impressive on the continent. The longest but easiest ascent is by a boat voyage of a mile from the hotel and an easy path up the west slope; a shorter and steeper ascent may be made by the stairs and rocky pathway at the western base. The Mount Kineo House is a large and modern hotel, heated by steam, lighted by gas, etc., which is thronged by fashionable guests in the latter part of the summer. It has steam launches and innumerable boats, canoes and watermen, by aid of which the guests fish as a duty and pleasure from morning until night. The hotel stands upon a low plateau under the western cliffs of the mountain and has large and handsome grounds. Excursions are made to various landings all about the lake, up the Moose River into Brassua Pond; and longer expeditions penetrate into the wilderness northward by well established routes, thus:

*From the head of Moosehead Lake* (hotel) a "carry" (1½ miles by good road) leads over to the West Branch of the Penobscot. Here a canoe may be embarked and descend to Lake Chesuncook (20 miles; hotel), which is 18 miles long, and flows out southward through rapids into Ripogenus Lake, giving the finest known view of Katahdin. Passing on through narrow gorges, rapids and falls, necessitating an occasional "carry," the base of Mt. Katahdin is

reached at Sandy Stream camp-ground. The ascent of the mountain from this point is by a well known, but rough trail. Camp is made on the base for the first night out, and the upper ascent begun at daylight next morning, when three hours of hard climbing takes you to the bare and crater-like summit. *Katahdin* is an isolated summit, 5,200 feet in height, of remarkable form, and apparently an outpost of the Appalachian uplift, connecting the White Mountains with the lofty ranges of the Gaspe Peninsula; the peaks of the Presidential range alone exceed it in height. The view is one of lovely breadth and grandeur—an empire of green woods, here flattened into a lake-dotted plain, there rolling in forested waves, and unbroken by any sign of civilization save southward, where the eye detects a few farms and the village of Patten, whence another means of ascent is mentioned under Route 30. Two or three hours may be spent on the summit and a descent made to the canoes before nightfall. The voyage down the West Branch continues for 55 miles through a perfect network of rapids, falls and carries, with the clear sounding Indian names of Pockwockamos, Debsconeak Falls, Passamogamock Falls, Ambejejus Falls, and the North Twin Lakes. Reaching Millinockett Stream, a mile of easy canoeing takes one to Shad Pond, and 12 miles more of rapid water takes one to the East Branch, and 12 miles more to Mattawamkeag (Route 32).

*North from Chesuncook Lake* wood-roads and canoe-routes are well-known to Indians, guides and lumbermen, by which one may reach Allegash, Chamberlain, Heron, Churchill, Pleasant, Umsaskis and other northern lakes, whose waters drain out to the St. John, on the northern boundary of the State through the powerful Allegash River; or one can make their way by canoe runs and carries over to the headwaters of Fish River; or the great St. John itself may be descended from near its headwaters to Connors, Canadian Pacific Ry. terminus at the mouth of the St. Francis. These latter trips are highly adventurous and pass through an almost utter wilderness.

For access to the waters west of Moosehead Lake see Route 35; or consult time-tables of the Canadian Pacific Ry., which extends from Montreal across Northern Maine to Mattawamkeag.

#### Route 35.—Portland to Augusta, Skowhegan and the Upper Kennebec.

The Maine Central's Kennebec River Line follows Route 30 to Brunswick, and there turns north, crossing the Androscoggin to Topsham, whose great paper mills have been mentioned elsewhere. Bowdoinham, near Merrymeeting Bay, formed by the junction of the Androscoggin and Kennebec rivers, is passed, and the Kennebec is reached at Richmond,—a lumber making and ship-

ping town near the site of the frontier Fort Richmond, built in 1719. Swan Island, seen in the river here, was a favorite assembly-place for the Indians.

A short mile farther up the river on the opposite bank, partly hidden by a curtain of pines, a large square house may be seen with an old fashioned hip roof and four stories high. This is one of the oldest buildings on the river. It was erected by the Plymouth Company in 1760, as a court house for the new County of Lincoln and also as a tavern; its exterior remains unchanged, and the upper rooms with their high fireplaces are the same as when juries met here to deliberate a century and a quarter ago. Fort Shirley, first called Frankfort, erected in 1751-2, stood upon the point of land now occupied by this old court house. That bank of the river is thickly peopled, Dresden, Pittston, Randolph and Chelsea being the village centers, reached by ferries or bridges.

Elsewhere to some extent, but especially for a few miles above Richmond, will be noticed scores of huge ice-houses, the property not only of local dealers, but of companies in New York, Philadelphia, Baltimore, Washington and elsewhere, who gather and store the ice here that during the warm weather they ship to their customers. Iceboro is a large community supported by this industry, which furnishes over 1,700,000 tons of ice a year from this river. At South Gardiner are some of the largest steam saw-mills in the State, and a vast collection of logs.

*Gardiner* is a very compact and busy city at the real head of navigation, though vessels can ascend to Augusta at favorable times. It is principally engaged in shipping, importing nearly all the coal used in the upper valley towns, and sending out lumber, mill products and ice. The Cobossee-Contee stream furnishes water power for several lumber, wood-working and paper-pulp mills, paper-mills, machine-shops, etc.

*To Togus, Cobossee Stream, etc.*—A covered bridge crosses to Randolph, on the east bank of the river, whence a railway runs six miles to Togus, the seat of the Maine Soldiers' Home, which has about 1,500 inmates, and forms a popular object for driving and picnicking excursions. The Cobossee affords a delightful ground for canoeing and fishing. A chain of ponds, of which the most frequented is Pleasant Pond, in Litchfield, six miles southwest of Gardiner, extends up to the large and remote Cobossee-Contee Lake, 20 miles distant.

An electric road runs from Gardiner through Farmingdale and Hallowell to Augusta, along a delightful old highway overlooking the river and bordered by fine old mansions.

*Hallowell* is a quaint old place that flourished exceedingly until overshadowed by Augusta and Gardiner. Its old houses are relics of the comfort of 50 years ago. Here the principal industry is quarrying and cutting the fine, light-colored granite of the locality, and a great many men are employed in shaping and carving architectural and monumental blocks. Some of the most noted buildings in eastern cities have been made of or trimmed with this granite, and many conspicuous monuments, such as the Sphinx in Mount Auburn Cemetery, the Pilgrim's Monument at Plymouth, Mass., and the Yorktown (Va.) Memorial. Less conspicuous are the lumber mills, cotton mills and oil-cloth factories.

Three public institutions of note are seen as the train proceeds (2 miles) to the Augusta station. Crossing a high hill back of Hallowell is the Maine Industrial School for Girls, a reformatory institution; and on another eminence across the river stands the vast and noble pile of the State Insane Asylum. The central part, of granite, dates from 1850, and cost \$300,000, but brick wings have been added from time to time since; the asylum farm is cultivated to a large extent by half-witted inmates. Above the Asylum are the park-like grounds and small but stately buildings of Kennebec Arsenal,—an United States military post, now in charge only of an ordnance sergeant.

**Augusta** is the capital of Maine, and one of the most prosperous and attractive towns in the State. It occupies both banks of the Kennebec, at the head of navigation, and has flourishing manufactures as well as a large trade.

An Indian trading-post was set up at this place, which the Indians called *Cushnoc*, as early as 1640, and seems to have been maintained pretty continuously, but it was not until 1754 that a settlement began under the protection of a four-gun palisade, Fort Western, which was built by the Plymouth Company on the western side of the river, and the main interior house of which is still in good condition. Grants of land along the river were made to settlers, among them Dr. Sylvester Gardiner and Benjamin Hallowell, and the peace established with Canada in 1763 brought about a settled and populous condition of life in this valley as in many others along the northern frontier. Fort Western became the rendezvous in 1775 of the disastrous Arnold Expedition against Quebec, and the settlement sent many men into the Continental Army, in spite of the tory proclivities of all the

principal land-owners. After the war the population increased and a larger settlement grew up below, at what is now Hallowell, but was then called the "Hook" than this at the "Fort," and the rivalry was fierce until the "Fort" got the advantage of the first bridge (1796), of which the present steel bridge is the fourth successor. The result was a division of the town, and in 1797 the "Fort" cut loose from Hallowell under the new name Augusta. The next event of importance was the fixing here of the capital of the State, after years of discussion, speedily followed by the building of the State House. This was immediately followed by the erection and opening, amid great popular interest, of the great Kennebec Dam, above the city, which was to supply water-power to unnumbered mills. Large investments had been made preparatory to using this water-power, when the extraordinary freshets of 1839 washed away the western end of the dam, its race and all the new sawmills, nearly ruining the town. The people rallied, however, rebuilt and strengthened the dam and raceway, and the lumber, grist and cotton mills quickly followed. Steamboats began running between here and Boston before 1840, and in 1851 the railway was completed to this point, and shortly after was extended to Skowhegan and Bangor. The Civil War found her ready to give more than her proper share of men and money toward the preservation of the Union; and at its close, 1865, she was stricken by a conflagration that swept out of existence the business center of the town.

Augusta lies upon the steep slope of hills rising from the river. The railway runs along the middle of this slope, and its station (restaurant) is in the center of the city. The principal street (Water Street) lies parallel and just below the rear of its buildings on one side overhanging the river. All these buildings have been constructed since the fire of 1865, and present the most business-like array to be seen outside of Portland. The North and Cony hotels, patronized by the commercial trade, are on this street near the station, and at its lower end near the steamboat wharf and Market Square, are the fine new opera house, the still more modern and handsome Masonic Hall, whose upper part is occupied by the leading social club of this region, The Abnaki, and the stately granite Federal Building, devoted to the Post Office, U. S. Revenue service, and a district Pension Office disbursing \$3,000,000 annually.

In this connection it may be noted that only six of the largest cities of the Union exceed Augusta in the amount of mail matter despatched annually, it being necessary to attach here, daily, an extra mail-car to accommodate it. This is due to the publication

here, by two large and several smaller firms, of "family newspapers," the making of which gives employment to a great number of persons, especially young women.

The mills are clustered in the upper part of town, and are surrounded by "Frenchtown," the quarter occupied by the operatives, who are chiefly Canadians. A good view of them is obtained from the new steel bridge. Beyond the graceful railroad bridge the huge Edwards cotton mill, a quarter of a mile long, is seen on the left; still farther up is the dam, at the end of which, beside the filled-up lock, is the Cushnoc Fibre Company's wood-pulp mill. Out of sight in the ravine at the left of the cotton mill are various smaller factories of wood-pulp, woolen yarn, hardware, flour, etc. Below the bridge, on the eastern bank the saw-mills of the Augusta Lumber Company, the lowest saw-mill on the river except the Milliken's mill at Hallowell. Vast numbers of logs fill the stream in the spring and most of the vessels seen are loading lumber or stone or discharging coal.

The principal residence street is State, next above the railroad, above which the hill-top is covered with residences that have a charming outlook. At the corners of State and Winthrop streets (the latter leading up the hill from the bridge) are the old-fashioned granite Court House and county buildings, several fine churches, and the Lithgow Library, a gem of architecture in granite with a red-tiled roof and carven ornaments of appropriate design. It is the gift of public-spirited citizens, cost \$40,000, and contains over 7,000 volumes which are free to citizens on payment of \$1 a year. The interior is beautifully finished, the reading and art room being an exquisite example of decoration, and the windows containing scenes in stained glass illustrating incidents in the early history of the locality. A short walk down the street brings one to the junction of State and Water, where, in a small park, stands a very striking Soldiers' Monument,—a shaft, bearing a bronze statue of Fame and having excellent bas reliefs about the plinth of the base. The designer was Theodore Bauer. Here the street-car lines on State and Water streets unite into the extension southward to Gardiner. Here stands a famous old hotel—the Augusta House; and just beyond is the modest residence of the late James G. Blaine—a comfortable house in large grounds, where he passed the greater part of his life. It is the last house upon the street next to the **State House**, which is one of the most interesting of the New England state capitols. The building is of white granite, has a portico of ten Doric columns, and is sur-

mounted by a graceful dome. Its architect was Bulfinch, who had so much to do with the Capitol at Washington, and who has made here one of the most dignified edifices devoted to public uses in the whole country.

The original structure, erected in 1828-31, has more recently been enlarged and improved by the addition of a marble wing. The entrance admits one to the Rotunda, which is hung with portraits and busts of early Governors and other distinguished Americans, and where there are preserved, in glass wall-cases, eighty tattered battle flags carried by Maine troops in the War of the Rebellion, with a great quantity of artillery and cavalry pennants, and a score of rebel flags. It is proudly claimed that not even one stand of colors was lost by the Maine troops. A collection of historical relics and curiosities occupies an adjacent room, among which is a fife labeled as the one upon which the Dead March was played at Andre's execution. Upstairs are the Hall of Representatives—a large, modernly decorated and furnished apartment in the new part of the building; and the Senate Chamber. The latter retains the old style of furniture and appointments, and is a singularly beautiful room. Both these rooms should be seen. They are connected by a marble lobby, one door of which opens into the State Library where a valuable collection of over 42,000 volumes is carefully preserved and constantly used; it is especially rich in local history and biography and in law books. An ascent to the top of the Dome may be made, and a view gained of the surrounding country which is worth the exertion.

A steamer leaves Augusta (or Gardiner) every evening for Boston and the lower river and bay ports (see Route 30).

Stages run daily from Augusta to Belgrade, Belgrade Mills, Rome Corner, New Sharon and Liberty.

*Leaving Augusta*, the train crosses the Kennebec and follows up the eastern bank through Riverside, Vassalboro, an ancient settlement now become a brisk manufacturing town, and Winslow at the mouth of the Sebasticook, where one of the blockhouses of Fort Halifax still remains and is passed by the train just after crossing the Sebasticook river. Waterville is now seen across the Kennebec, and the train turns into its union station.

For Waterville see Route 31.

**To Skowhegan.**—The railroad continues up the Kennebec, 18 miles, to Skowhegan, passing Fairfield, Pishon's Ferry and other river villages engaged largely in lumbering. This upper river in

spring is often completely choked with logs held in booms for sawing in the mills during the summer.

The Kennebec is 165 miles long from Moosehead Lake to the sea. The average annual cut of lumber upon it and its tributaries is about 175 millions of feet, the market value of which is about \$10,500,000. The value of the lumber mills on the Kennebec exceeds \$1,500,000. In addition to this \$500,000 worth (in cords) of paper-pulp wood is annually cut along the river.

**Skowhegan** is a flourishing and pleasant manufacturing and market town upon both sides of the very picturesque Falls of the Kennebec, which furnish an enormous water-power. Here are large wood-pulp and woolen cloth mills, an oil-cloth factory, saw mills and various other productive enterprises. Hotels, stores, churches and residences exhibit prosperity and culture, and the town boasts a public library of 7,000 books, housed in a beautiful new **Soldiers' Memorial Building**, costing \$30,000, and a gift from the late Governor Coburn. Electric cars extend along the main street, and reach to Norridgewock by one line and Madison by another; both lines offer very enjoyable routes for an excursion, passing over high ground, giving wide views of the mountains about the Rangeley Lakes and elsewhere, and both reach the **Somerset Ry.** by which the Valley of the Kennebec is made accessible.

**The Somerset Railway** extends from Oakland, on the Maine Central Rd., six miles west of Waterville (Route 32) to Bingham, 41 miles north, on the Kennebec River. Thirteen miles brings one to the Kennebec at *Norridgewock*, an exceedingly quaint and charming village (especially on the further side of the covered bridge), which is the terminus of an electric railroad to Skowhegan, and of a stage line to Mercer (7 miles). The train then follows the beautiful river. Five miles above, having passed Bomazeen Rips, where Arnold's expedition crossed the river, a glimpse is caught of Indian Point, on the east bank, and of the granite monument erected there on the site of Father Rasles's Jesuit Indian mission, destroyed, together with the priest and a large company of his converts, by English colonists and Indians, who surprised the place in August, 1724.

This part of the valley was thickly settled by Indians, and the Kennebec formed a principal highway between the interior, as far

as the St. Lawrence, and the coast. Canadian missionaries came here as early as 1629, and in 1646 Drouillette was settled here. The missions were intermittently sustained until 1695, when a church and school were built, and Sebastian Rasles undertook, by a permanent residence among them, to civilize and Christianize the Abnakis, of whom these inhabitants of Naurantsuack (Norridgewock) were a tribal division. He seems to have been a good as well as a very learned man, and became so influential as to arouse the enmity of the French-hating, Papist-burning zealots of Massachusetts, who needed no better excuse than rumor and their prejudices to put a bloody end to his work. This massacre is the powerful theme of Whittier's poem, "Mogg Megone."

Madison is a busy little place having the largest wood-pulp mill in the country,—a New York enterprise. Electric cars to Skowhegan. From Anson, a daily stage to Stark's (6 miles). From North Anson, stages up the Carrabassett Valley to the New Portland villages (9 miles), connecting at North New Portland, on Monday, Wednesday and Friday, with stage for Dead River (28 miles), Flagstaff (40 miles), and Eustis (55 miles). Bingham, the terminus, is a pretty little town, forming one gateway to the Dead River and Moosehead regions. The Carry and Rowe ponds (hotel-camps) are near by and popular. Stages run daily, via Kingsbury and Mayfield, to Abbott, on the Bangor & Aroostook Rd.; and up the Kennebec valley to Carratunk (15 miles), The Forks (mouth of Dead River), 23 miles, West Forks (28 miles), Parlin Pond (38 miles) and Long Pond (41 miles)—the last a sportsman's station on the Canadian Pacific Ry. These are frontier villages along the line of the old Canada Road, followed by Arnold in 1775 as far as the Dead River, which he ascended to its source and then passed over to the Canadian Chaudiere and down that stream; much of the local nomenclature is derived from that disastrous episode in New England's history. Each has a country hotel, and is near some pond, river or mountain where facilities for sport are provided. A buckboard road up Dead River leads to Eustis.

**Route 36.—Portland to the Rangeley Lakes and Dead River,  
via Farmington.**

The Maine Central Rd. route to the Rangeley Lake region is via Brunswick (Route 30) and up the Androscoggin valley. From Brunswick the train crosses the river just above the falls and

ascends the left bank of that stream,—here a broad and powerful torrent. At Lisbon Falls are woolen and paper mills, etc. From Crowley's Junction the branch into Lewiston strikes off to the left, while the main line keeps north through the milling town of Sabattus (on Sabattus Pond), Leed's Junction (Route 32) and the fine farming districts of Leeds and Livermore. The water-power of Livermore Falls runs some of the biggest pulp and paper mills in New England, several concerns here turning out an enormous daily product. At Jay, next above, a single paper mill can put out 60,000 pounds of newspaper a day. At North Jay the Androscoggin valley is left behind and a northward course taken through a more wooded and hilly region, giving many interesting glimpses of lofty mountains, where the waterpower that every stream affords is taken advantage of for many small factories, especially for grinding wood pulp and weaving woolen yarn and cloth. Granite quarries are also sources of profit here. At Wilton was built in 1810 the first cotton factory in the State. The terminus of the Maine Central's tracks is at Farmington, 63 miles from Brunswick, situated in the fertile valley of Sandy River, within sight of a group of noble mountains. It has a long established school for boys in the Abbott Seminary, one of the state normal schools, and is the shiretown of Franklin County.

*The Sandy River Rd.*, a narrow-gauge line, runs from Farmington up the valley to the Rangeley Lakes. At Strong the *Franklin & Megantic Rd.* strikes northward to Kingfield, at the eastern base of Mt. Abram, and Carrabasset, on Carrabasset River, whence a daily stage runs to Eustis (see below). Continuing northward from Strong on the Sandy River Rd., the first station is Phillips, beyond which the road (now Phillips & Rangeley Lakes Rd.) turns gradually north and west through fine hills to the eastern end of Rangeley Lake at Rangeley.

**The Dead River**, 20 miles north of the latitude of the Rangeley Lakes, is a stream that has always been attractive to sportsmen, for its easy navigation, game, and plentiful fishing waters. It has of late become easily accessible by stages from Dead River station, 5 miles east of Rangeley, whence daily stages run to Eustis (18 miles), the central point of that very wild and lonely country. At certain points beyond Eustis sportsmen's "camps" are maintained, especially on Tim Pond, Deer Pond, Round Mountain Lake, and in Kibby Valley. The "Chain of Ponds" along the

Canadian Pacific Ry., and Lake Megantic, are all reachable from Eustis, by canoe or stage; and it is not a difficult matter to get to Bingham or across to Moosehead Lake. Another district of picturesque and sporting interest is that of the Seven Ponds and Kennebago Lake.

The Rangeley or Androscoggin Lakes, reservoirs of the Androscoggin River, form a chain extending westward to the boundary of the State. They are kept at a certain level by dams, for the sake of evenly supplying the mills below during dry weather, and are traversed by regular lines of small steamboats, which touch at the various landings. Many mills, sportsmen's camps, hotels and private cottages have been built along their shores and on numerous islands; and the lakes are annually visited and revisited by an increasing number of persons, attracted by the climate and scenery as well as by the superb fishing. A new railway has been opened to their shores at Bemis (Route 37); and as stages connect the lower lakes, at South Arm, Upton and Errol Dam with the Grand Trunk Ry. (Route 38), these lakes can easily be made an incident in a tour. Lake Parmachenee (Route 39) may be reached from here by a canoe voyage, with two hard carries up the Cupsuptic; or by taking the steamer which ascends the strange Magalloway River from Errol Dam, on Lake Umbagog, to Durfee's Landing, 12 miles, whence there is a wagon road. This is a very interesting trip.

#### Route 37.—Portland to Rumford Falls and Bemis.

The Portland & Rumford Falls Ry., opened in 1896, is a new line of railway from Portland to the Rangeley Lakes region. Its trains leave from the Union Station in Portland and follow the line of the Maine Central to Poland Junction (whence there is a branch into Lewiston). From Poland Junction they turn north to Poland Springs station, one mile from the springs (hacks). Poland (stage to West Poland, 4 miles, and Webb's Mills, 7 miles); Mechanics' Falls (Grand Trunk Ry.); West Minot (stage for Hebron Academy,  $2\frac{1}{2}$  miles); Buckfield (stage for Turner and West Sumner, 7 miles); Gilbertville, on the Androscoggin; Peru (stage to Dixfield Center, 3 miles); Dixfield (stage to Dickvale, 4 miles, Carthage and Lake Webb in Weld, 12 miles), form the list of stations through a lumbering region, having many opportunities for shooting and fishing. Rumford Falls is a new town beside some

falls in the Androscoggin said to furnish 42,000 horsepower of energy, which has been developed to a wide-awake, modern, well-furnished city of 4,000 inhabitants since 1890. Pulp, woolen, paper, and other factories are in operation, and the amenities of life are growing. Stages run to Andover and Bryant's Pond. The Rumford & Rangeley Lakes Rd. carries the train onward to Bemis, at the foot of Lake Mooseelucmaguntic,—the largest of the Rangeley chain, where steamers land, and where there are hotels and a growing village. For the Lakes, see Route 36.

**Route 38.—By the Grand Trunk Railway to the White Mountains and Canada.**

The station of the Grand Trunk Ry. in Portland is on Commercial Street, near the steamer wharves. Electric cars and the steam "cab-trains" connect it with the Union and the Portland & Rochester stations. Outward trains pass around the waterfront, and give one a good idea of the city, then along the shore of Casco Bay, permitting its islands to be well seen. The line then crosses Presumpscot River and turns inland past Yarmouth Junction (Route 30) to Danville Junction and *Poland Springs* (see Route 31). Two miles beyond is Lewiston Junction, and a branch to Lewiston (5 miles). The next is South Paris, the station for Paris, the hill-set capital of Oxford County, and for the branch to Norway, a flourishing village  $1\frac{1}{2}$  miles west, near which is Mt. Mica, where mica is mined in large plates, and a great variety of fine minerals and semi-precious stones is obtained. The mountains of New Hampshire and western Maine now begin to come into view, and the next important station, Bryant's Pond, is among their foothills. Here stages depart every afternoon for North Woodstock, Rumford Falls and Andover. The line then bends west toward *Bethel*, a beautiful old village on the Androscoggin River, 1,000 feet above the sea, and with charming surroundings; it has been a summer resort for half a century, and has several inns, and innumerable private houses of entertainment in its vicinity. Stages run daily to and from the Rangeley Lakes at South Arm and Lake Umbagog at Upton, via Andover, the Screw Auger Falls and other pleasant places.

From here for many miles up the valley of the Androscoggin,

which is closely followed to Gorham, the scenery has the pastoral loveliness of the best New Hampshire intervals, while in the distance, but especially on the left, hills arise, ever growing taller, nearer and more mountainous. Mounts Moriah, Madison and Adams, of the central group of the White Mountains, are near at hand; and at Shelburne "what splendid symmetry bursts upon the view when the whole mass of Madison is seen throned over the valley, itself overtopped by the ragged pinnacle of Adams!"

Gilead, the next station, is in the midst of rugged hills at the mouth of the gorges of Wild River; and a lumber-railroad now runs up the canyon to the rear of Mts. Winthrop and Moriah, opening some very wild ravines to access. Just beyond here New Hampshire is entered at Shelburne, in a country neighborhood held in great affection by its habitues. Gorham is a neat village, having large railway repairing shops, and the terminus of the Israel's River branch of the Concord & Montreal Rd., leading west to Randolph, Jefferson and connections north and south (see Routes 39 and 41).

**Gorham** is nearest to the Presidential Range, and is the best place for the *ascent of Mt. Washington by the wagon-road*. Large strong wagons, built for the purpose, and managed by experienced drivers, await trains. The town stands at the northern entrance to "The (Peabody) Glen," through which an excellent road extends down this most interesting (for its views and waterfalls) of all White Mountain valleys, past the site of the burned Glen House to Jackson (Route 39). This Glen Road is the approach to all the great ravines and gulfs on the eastern side of the Presidential range, and to the ascent of the Moriah-Carter range, if anyone cares to brave those rugged and brushy steeps. It still remains a fruitful field for original mountaineering. The distance to the Glen House is 8 miles, to the top of Mt. Washington  $16\frac{1}{2}$ , and to Jackson 20 miles. Few villages in the White Mountains can offer so many remarkable view-points within easy access, and none from which the mountains can be seen towering to such an actual height above the observer. Soldier Hill, in the edge of the village, is a favorite point for an evening stroll. Objects of more distant excursions are Randolph Hill (5 miles); Mt. Hayes (2 miles), whence an especially impressive view of Washington and his nearer compeers is to be had; and Mt. Surprise ( $2\frac{1}{2}$  miles). The rewards of an ascent of Mt. Moriah are very great, but it is a long climb, although the path is fairly good.

Six miles beyond Gorham is *Berlin*, a manufacturing village (lumber, wood-pulp, and news-paper to the extent of 200,000

pounds a day) on Berlin Falls,—cataracts as picturesque as they are useful. The drive from here to Milan Corner, 8 miles, is one of the great things of New Hampshire; and the Alpine Cascades are worth seeing. Stages run daily in summer up the valley to Errol Dam, on Lake Umbagog, where steamers are reached for Rangeley Lakes and the Magalloway River, and further stages to Dixville Notch and several sporting resorts in Coos County (see Route 39). The railway now leaves the Androscoggin and strikes northwest to and down the upper valley of the Ammonoosuc through lovely hills and meadows to Groveton (junction with Route 39) and thence goes north along the Connecticut to North Stratford, where it crosses into Vermont. The northeastern corner of Vermont is crossed through a beautiful region to the border line at Norton's Mills (stage to Canaan, Vt., 14 miles west), where the road passes into Canada and proceeds to Richmond, P. Q., whence one line goes west to Montreal and the other north to Quebec. Through trains are run between Portland and Montreal; and through sleeping-cars between Boston and Chicago over this route. Distance, Portland to Montreal, 297 miles; Portland to Quebec, 317 miles.

#### Route 39.—Portland to Lake Champlain and Canada.

*The Maine Central Rd.* has one of the oldest railroad routes through the White Mountains, having taken possession long ago, as the Portland & Ogdensburg Rd., of the most practicable pass—the Crawford Notch and the Saco and Ammonoosuc valleys. Leaving the Union Depot in Portland its trains swing sharply to the right along the edge of Fore River and past the railroad repair shops to Cumberland Mills, a station in the suburban city of Westbrook, where the Portland & Rochester Rd. is crossed.

The name is that of the great paper mills here, where the fine paper used by illustrated magazines is manufactured. While rags are mostly used, wood pulp is also employed for certain grades, and a large fiber mill is also operated, the whole establishment having a capacity of 100,000 pounds a day, and employing about 1,000 hands, who live in a well-regulated village near by, one of several manufacturing communities united into Westbrook.

The Presumpscot River, which furnishes water power for these and many other works, is a powerful rapid stream, the outlet of

Sebago Lake, and about 20 miles in length. It has pleasure steam-boats, and is followed by the railroad to Newhall.

South Windham, the next station, is an old town, where extensive powder mills, still in operation, made most of the powder used in the Civil War; wood-pulp and paper are also made here. Crossing and leaving the Presumpscot at Newhall, the train emerges suddenly from the woods at the shore of Sebago Lake, 16 miles from Portland.

**Sebago Lake** covers nearly 100 square miles, with a depth in places exceeding 400 feet. It forms a broad unbroken expanse, of fine proportions, and gives grand views of the White Mountains. The steamboat leaves the Sebago-Lake railway station daily, running northward through a chain of lakes and rivers for over thirty miles to Bridgton, the terminus of a narrow-gauge railroad running to the Maine Central route, and to Harrison, at the outlet of Anonymous Pond. This lake is most resorted to for fishing purposes, black bass, land-locked salmon, pickerel, white perch and trout being caught. Ingall's Grove, on Long Pond, is a favorite resort. A large hotel and picnic grounds at the railroad station and steamboat landing are lively with visitors in summer.

Continuing westward, the Saco River is reached at Steep Falls, and Cornish and West Baldwin are passed along its course. From *Bridgton Junction* a narrow-gauge railroad runs 16 miles north to Bridgton; and this forms part of a pleasant round-trip excursion route in connection with Sebago Lake steamboats. Hiram is a growing town at Hiram Falls in the Saco, where the river is crossed; Mt. Cutler, near by, is easily ascended and gives fine views. *Fryeburg*, noted for its Academy, is an ancient, elm-embowered village, measuring two centuries of peaceful life since there was enacted near it, at Lovewell's Pond, one of the bloodiest battles in the history of pioneering New England. The village and its neighborhood is thronged with summer residents. Stages run from here to Lovell and other farming centers up the Saco valley. Thus far the grades have been easy and will continue so as far as North Conway; but the mountains are rising more and more into view as New Hampshire is entered, and now Kiar-sarge is close at hand ahead, and the Ossipee and other ranges between this point and Lake Winnipesaukee—Chocorna, Moot Mountain and the rest—are becoming more distinguishable in the west. A few moments later the train swings around a bend into the very presence of the mountains, and halts at North Conway.

**North Conway** is the southern gateway to the Crawford Notch and the Presidential Range. It occupies a level bench overlooking the beautiful meadows of the Saco River, and has one of the choicest situations in the State. The town is mainly one long street, not very attractive and inclined to be hot and dull, upon which are the Kearsarge House and several lesser hotels and many boarding houses. The drives and walks about it are the attraction at North Conway rather than residence here for its own sake. *Mt. Kiarsarge*, the conspicuous pyramid northeast of the village, is reached by a drive of  $1\frac{1}{2}$  miles to pretty Kiar-sarge village, whence an easy foot or bridle path ascends  $1\frac{1}{2}$  miles to the summit (2,726 ft.), where a shelter-house and restaurant are open in summer; this is one of the easiest and most satisfactory ascents in the State, and the view is exceedingly wide and refined. Moat Mountain, the great bare wall of rock west of the Saco, can also be ascended by a footpath (summit, 3,217 ft.); and the Cathedral and White Horse cliffs along its base, with curious ledges, caves and thickets, are within pleasant walking distance. From the meadows, and especially from the bridge crossing the Saco, one of the most exquisite views of Mt. Washington is obtained. The drives over excellent roads to the old Artists' Falls House and the climb to Middle Mount ( $1\frac{3}{4}$  miles), to Fryeburg and its historic ponds, to old Conway, to Thorn Hill, and up Swift River (by which one can reach the Asquam Lakes and Winnepeaukee) are other famous excursions, among a great many more.

North Conway is also a station (west side of town) on the Boston & Maine Rd. (Route 40) which joins the Maine Central just beyond and uses its tracks through the Notch.

The next station beyond North Conway is *Intervale* (two summer hotels) near the famous Cathedral Woods. Three miles farther is *Glen Station*, where stages and hotel carriages await passengers bound for Jackson, and the many summer settlements in its neighborhood.

**Jackson** is three miles north of Glen Station, in a lovely bowl-like valley, where the Ellis and many other streams come down to the Saco. A good road ascends Ellis River to and through Pinkham Notch, 12 miles, to the site of the Glen House, Gorham and the Mt. Washington Wagon Road (Route 35); but regular stages have not run thither since the destruction of the Glen House. Jackson, which consists mainly of hotels,—some of which are the most elegant and fashionable in the White Mountains,—is surrounded by lofty mountains, of which it has admirable views; and its immediate vicinity is beautifully cultivated. As

a pleasing admixture of the gentle and wild, and especially by reason of its brawling streams and cascades, this locality is among the most attractive in the whole region. The roads are admirable and paths exist to many of the surrounding summits, including the rugged Carter Dome, and the wilder and more picturesque southeastern side of Mt. Washington, where Tuckerman's and other great ravines invite exploration. The Dundee Road, Thorn Hill Road, Glen Road to Ellis Falls, Carter Notch Road up the Wildcat River, the ascent of Iron Mt. and Thorn Mt., and various other routes and places invite excursionists.

*Bartlett* (9 miles) is at the foot of the mountain; it is a neat little place, close under high mountains, and attracts many summer boarders, despite its great lumber mills. Here begins the ascent of the far-praised **Crawford Notch**—a pass discovered in 1742, through which a wagon-road was laid in 1790 and a railroad in 1875-6, by which the White Mountains are crossed, at their very center, by a depression along the southwestern base of the Presidential Range. Out of this depression, from springs on the slope of Mt. Washington, the Saco flows south and east to the Atlantic and the Ammonoosuc north and west to the Connecticut. The length of the pass is about 20 miles. Passengers should take seats on the right-hand side of the car. The following account is condensed from a recent description by Mr. H. D. Waldron:

**Through the Crawford Notch.**—The train is fairly within the Notch when, three miles beyond Bartlett, the Sawyer's River Station is reached. This is the junction of a lumber road into the Pemigewasset wilderness toward Mt. Carrigain. Thence the railroad sweeps around a grand bend of the valley, and begins a steeper ascent, soon crossing Nancy's Brook, recalling a pathetic legend, and just beyond is Bemis, occupying a small plateau, whence carriages reach the reconstructed Willey Hotel.

Bemis lies in Glen Crawford, all whose miles of rugged domain passed into the possession of Dr. Samuel Bemis, a wealthy and eccentric Boston dentist, who built the stone mansion on the left, near the station, and lived here until he died in 1881. Near by, to the right, still stand the ruins of the original Crawford House, erected and conducted for many years by Abel Crawford, "the patriarch of the mountains."

Beyond Bemis the train encounters a grade of 116 feet to the mile. It labors along the slopes of tremendous cliffs, with Hart's Mountain, Mt. Hope, Mt. Resolution, and Giant's Stairs opposite, leading in procession to the towering ridge of Mt. Webster. No less imposing is the great range upon the western side, which extends for eight miles from the plateau of Bemis to the lowlands of the Ammonoosuc at Crawford's, and is crowned by the peaks of Mt. Willey, Mt. Avalon, and Mt. Willard. As the train makes a momentary pause at Carrigain Station one sees below the track the winding rails of the lumber road into the Mount Washington River Valley; and as the eye follows its course, which shows as a long cut through the treetops, it catches the first view of Mount Washington, lying at the head of a succession of peaks called the Presidential Range; and a few hundred feet beyond it stands out in all its majesty. Supporting their chief are Mt. Webster in the foreground, followed in order by Mt. Jackson, Mt. Clinton, Mt. Pleasant, Mt. Franklin, and Mt. Monroe. Mounts Clay, Jefferson, Adams, and Madison are hidden by the bulk of Mount Washington. Only for a short time this display continues, and the train crosses Brook Kedron, to enter the upper basin of the Notch. So closely does the railway hug these rocky heights that their frowning, overhanging bulwarks are unheeded by the tourist, until suddenly the train appears to rest on air alone, as upon a web-like trestle of steel a profound ravine is crossed, and the vast walls of Frankenstein Cliffs tower upon the left above the chasm. From this point the *Willey House* appears far below in the valley, occupying a bit of meadow oasis amid the rugged waste of forest and bald rock.

The sad incident which distinguishes this house seems never to lose its interest for the tourist. This house, most of which remains, next the new hotel, was built as a road house for travelers as early as 1791. In 1826 it was occupied by the Willey family, and in August a prolonged rain loosened an avalanche—over the track of which the railroad is built—which crashed down the side of this mountain (ever since called Mt. Willey), divided just behind the house around a projecting rock, and swept on to the bottom of the ravine. Warned, doubtless, by the noise of the sliding, the family of nine persons sought to escape, but were overtaken by the avalanche, and all perished, the bodies of three children never being found. Had they remained in the house, so curiously saved, none would have been injured.

Crossing, by the bridge over Willey Brook, from the flanks of Mt. Willey to the purple precipices of Mt. Willard, the train finds itself closely fronted by the steep and bare face of Mt. Webster, adorned with the cascades. Curving around a shoulder of the mountain, the train steams on through a narrow gateway, where the Saco runs into an artificial deep flume, and emerges into the little Summit-plateau which holds the

**Crawford House.**—Since the earliest summer history of the White Mountains there has been a "Crawford House," which has formed one of the central shrines for the mountain-worshiping tourist-throng. The situation of the present hotel is amid the most varied surroundings, at an altitude of 1,900 feet, and directly in the upper gateway to the Notch.

Excursions, near by, are through Idlewild to Beecher's Cascades; down through the Notch to the top of Mt. Willard (2 miles) by wagon or on foot; or to the top of Mt. Washington, by a long day's climb over the first footpath, marked out by Crawford in 1840. This hotel, like most of the others, has its own station, post, express and telegraph offices, and a few cottages are attached.

For four miles after leaving Crawford's Station the train rolls over a down grade, through a comparative plain, with distant mountain views. Now one sees the west side of the Presidential Range, and the track of the railway to the summit of Mt. Washington is discernible. Only once before reaching Fabyan's does the train stop,—at *Mount Pleasant House*. The Maine Central rails pass immediately to the rear of the house, while in front extend the tracks of the Mountain Road to the Base Station, five miles away. The view includes the entire mass of Mt. Washington, seen across the Ammonoosuc plain. Beside Washington stand Mounts Jefferson, Monroe, Franklin, Pleasant, Clinton, Jackson, and Webster, with minor peaks to the left and rear.

**Fabyan's** (hotel-station) is a central point in the White Mountain regions. From it excursions may be made with great ease to the many points of interest which lie upon either hand. At certain hours the locality affords a scene of most lively interest, as train after train over various roads arrives from many distant points, filled with tourists and their belongings. Here pass, or end, the trains and through cars of the Maine Central, Boston

& Maine, New York, New Haven & Hartford, Canadian Pacific, and Mt. Washington Railways. The Fabyan House, facing this theater of lively events, is the cosmopolitan hotel of the White Mountain region, can shelter 500 guests, and is always filled by a jolly throng, who seek not retirement but excitement.

Many trains halt here for dinner at the hotel,—price \$1.

**To the Summit of Mt. Washington.**—The railway, built in 1866-9, to the summit of Mt. Washington, starts from this station and runs 6 miles to the base of the mountain, where passengers change to the small cars of the cog-railway, which climbs a ridge of the mountain in 3 miles to its peak. The fare is \$3 one way, or \$4 for the round trip. Two trips a day are made, and the interval between the morning and afternoon trains is quite enough to satisfy most persons, though many choose to spend the night on the Peak, in the hope of seeing a glorious sunrise. The most favorable time of the year is the early autumn, but then the weather on the summit is cold, and warm wraps should be taken. A large steam-heated hotel is maintained on the summit during the operation of the road (about four months), a small newspaper is published, and there are dealers in souvenirs, etc. The U. S. Weather Service maintains a station throughout the year; and expeditions are made almost daily by driving and walking parties from Gorham, Jackson and other centers on the eastern side. Paths extend from the Summit House to various interesting places, such as Nelson's Crag (5,615 feet), the south wall of Huntington Ravine (5,432 feet), Lion's Head (5,016 feet), and to the summits of Adams, etc., northward. The highest point of all is the signal station, 6,286 feet above the sea, and 2,000 feet above timber line.

**Proceeding from Fabyan's** down the Ammonoosuc, which turns sharply west, the old White Mountain House (built in 1845) is passed, and Zealand is reached. This is a junction where the trains of the Maine Central Road for Lancaster and the North (see below) turn to the right, while those for the Profile House, Bethlehem, Well's River and Lake Champlain turn to the left. At Zealand also are large lumber mills, near the falls of the Ammonoosuc, supplied by a forest railway extending southward to Thoreau Falls, on the sources of the East Branch of the Pemigewasset. Just below Zealand is one of the older and larger hotels

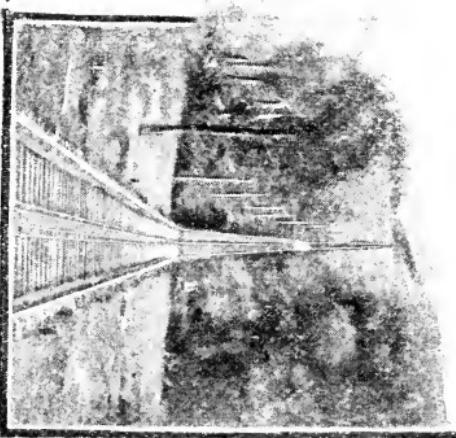
of the region, the *Twin Mountain House*, facing the North Twin and Mt. Hale,—two lofty summits at the northern end of north-and-south range, dividing the Ammonoosuc from the head waters of the east branch of the Pemigewasset. The Cherry Mountain carriage-road, a popular drive, noted for its views, leads straight north to Whitefield and Jefferson. About 5 miles west is *Bethlehem Junction*, where branch railways diverge west to Bethlehem and south to the Profile House.

To Profile House and Franconia Notch is a ride through dense woods (10 miles) along the sides of Mt. Garfield and Lafayette, ending on the shore of Echo Lake. The **Profile House**, one of the oldest and largest of the White Mountain summer hotels, is a vast structure, capable of housing 500 guests, built and arranged according to old-fashioned models, but managed with an eye to modern requirements, and is the center of a group of annexes, cottages, stables and summer-houses, which forms a neat village, surrounded by cultivated lawns, and shadowed by lofty, cliff-fronted mountains. It stands at the northern end of the *Franconia Notch*,—the deep gorge by which the Pemigewasset River flows southward to empty into the Merrimac (see Route 38). Excellent roads converge at the Profile House from Lisbon, Sugar Hill, Littleton and Bethlehem, northward, and extend down through the Notch to Woodstock and Plymouth. Concord coaches, such as used to be pleasantly common all over the White Mountains, still run as public conveyances between the hotel and North Woodstock (10 miles; fare, \$ ), in connection with trains (Route 41). These coaches pass the *Flume House*, a lesser hotel 5 miles below the Profile House, near “The Flume,” a narrow and formerly much lauded ravine; and they show all the noble scenery of Franconia Notch, and give a good view of rocky profile, or “Old Man of the Mountain,” from which the locality derives its popular name.

This gigantic stone face is formed by an arrangement of ledges protruding from the southern headland of Cannon (or Profile) Mountain, and which, seen from the proper point of view in the valley,—preferably near the lake, half a mile below the hotel, portrays a most vivid human face in profile: the front view suggests nothing like a human visage. There is perhaps nowhere in the world a more impressive natural “monument” than this,

WHITE MOUNTAINS, N. H.—

1. Mt. Washington Ry. 2. Prof., Lake and Eagle Cliff. 3. Snow Shed.



# Profile House

and Cottages

Franconia Notch,  
WHITE MOUNTAINS, N. H.



The LARGEST of the leading White Mountain hotels, and with a patronage of the highest order.

TAFT & GREENLEAF,  
Proprietors.

and the literature relating to it would fill a volume having many powerful minds among its admiring contributors. Echo and Profile Lakes (launches and row boats) are pretty places for boating and fishing; the ramble up The Flume is very charming; and there are paths to the summits of the nearer mountains and cliffs, while a longer and really adventurous tramp may be taken to the top of Mt. Lafayette (alt. 5,269 feet), the highest summit outside the Presidential Range.

**Bethlehem** and **Maplewood** stations are reached by a railroad from Bethlehem Junction, connecting with all trains. Fine views, north and south, increase as the train rises to the plateau upon which the village is built. *The Maplewood* is one of the most extensive and exclusive of the summer hotels, and among the newest and most modern in all its appointments. It stands upon high, open ground, surveys a far wider landscape than most others, and is surrounded by cottages and annexes, and a casino for amusements. Its station is  $1\frac{1}{2}$  miles from the Junction, and an equal distance further brings the train to its terminus.

**Bethlehem** is a village, having 2,000 population in summer, and consisting mainly of one broad street, extending for a mile or more east and west on the high open view of the Ammonoosuc Valley. The views are very wide and beautiful, the whole northern array of the Presidential and Franconia Ranges being in view, and many lofty heights east and north, while Mt. Agassiz (an easy walk) and lesser hills shut in the western side. The altitude, clear sweep of sunshine and wind (for there is late shade) make the climate dry, and asthmatic diseases and hay fever are relieved or avoided here. Beautiful drives extend in all directions, and the town contains an immense assortment of vehicles at rates within the reach of all. All Bethlehem is devoted to the entertainment of summer visitors, and the range of open houses descends in quality and price from the most luxurious and costly hotel to the humblest spare room in a cottage. This is the headquarters of the coaching and cycling interests.

*Returning to the main line* the next stop, west of Bethlehem Junction, is at *Wing Road*, a junction.

Here the *Concord & Montreal* line divides from the Maine Central Road, and keeps on down the Ammonoosuc River to its mouth, at Wells River, Vt., where it connects with Routes 9 and 38. This is the route of the special through summer trains of the New York, New Haven & Hartford Rd. from New York, via Springfield. Littleton is the first station west of Wing Road, and the largest and most settled village in the valley. It is closely surrounded by rugged hills, upon whose sides, above the

village, and commanding far views, are placed many hotels and boarding houses, some of which have been patronized for half a century. A large scythe factory and some other manufactures are due to the waterpower. Stages run to Sugar Hill, Franconia Village, 2 miles north of the Profile House; to North Littleton, and to Bethlehem. Lisbon, 6 miles below, is another hill-girt village by the rushing river, where gold mining has yielded good results in the past. It has summer boarding houses, and is the station by stage for Sugar Hill, a newer and very popular resort, 2 miles southeast. At Bath the river is crossed, and at Woodsville, just below, the mouth is reached, and the train passes by a bridge across the Connecticut to Wells River Junction.

*From Wing Road the main line turns north past Kimball Hill (with its observatory) on the right and Long Pond on the left to Whitefield (saw mills), where it swings around to the left, passes Scott's Junction (whence a line diverges northward to Dalton, Lancaster and Groveton), and then crosses the Connecticut into Vermont at Lunenburg, whence it is a short run through the woods to St. Johnsbury.*

For St. Johnsbury see Route 9.

From St. Johnsbury, the St. Johnsbury & Lake Champlain Road crosses Vermont northwestward to the head of Lake Champlain. Danville, the first station west (12 miles) after passing the great Scale Works and Pumpkin Hill, is an old-fashioned summer-resort, long in local favor; settled in 1774, it became the first county seat, and here were born Thad. Stevens and Senator Wm. A. Palmer. Stages run to South Danville (4 miles) and Harvey's Hollow (9 miles). The Green Mountain Watershed is then crossed by a wide detour between Walden (stage south to Cabot and Marshfield) and Hardwick (stage to Plainfield and East Montpelier; (see Route 42), and thenceforth to Lamoille Valley is followed for a long distance. From Wolcott a stage runs to South Elmore (6 miles). From Morrisville stages run to Morristown, Stowe and Waterbury (18 miles), on Route 42; and to Elmore (4 miles). Hyde Park is the shiretown of Lamoille County, and has stages northward to Eden, Lowell and beyond (see Route 9); it is one point of departure for Mt. Mansfield (see Route 42), which is splendidly conspicuous southwest. Passing on around Sterling Mountain, a northern outlier of Mt. Mansfield, Cambridge Junction is reached,—the terminus of a Central Vermont branch-road (Route 42) southwest to Burlington. Turning north here, the line

passes through Fletcher and Fairfield to Sheldon. From Fletcher go stages to East Fletcher, Binghamville and Cambridge. From East Fairfield and Fairfield go stages to St. Albans (13 miles) and to Bakersfield (3 miles). At Sheldon Junction the Central Vermont's line to Richford (Route 9) is crossed, and then the road turns west down the Missiquoi River to Swanton (Route 42), and reaches the shore of *Lake Champlain* at Maquam Bay, which is not only an important landing commercially, but has the hotels and appurtenances of a lake-side resort growing in favor.

Steamboats from Maquam Bay go to Burlington and all landings on Lake Champlain. By changing cars at Swanton to the Central Vermont, Rouse's Point and the Northern Adirondacks are accessible; or Montreal, 100 miles north.

The Quebec Line of the Maine Central Road branches off from Zealand, N. H., as has been mentioned above, passes in the rear of the Twin Mountain House, along the side of Cherry Mountain, and then northward along the highway to *Quebec Junction*.

Here one line of the Concord & Montreal diverges westward to Whitefield, Scott's Junction, Dalton and Lancaster, along the Connecticut River (see above); and another line leads east, up the Israel's River valley to Jefferson (station at Meadows, 2 miles south of the hotels), Boy Mountain (Mt. Adams House) and on over to the Moose River, down whose valley, along the base of Randolph Hill, this line proceeds to Gorham and Berlin (Route 38). This is the course of the greatly praised driving-route from Jefferson to Gorham and the Glen.

*Jefferson*, the next station, is perhaps the most popular place north of the mountains; and is a village of fine hotels—of which the great Waumbek is most prominent—and boarding houses that entertain a host of people. It stands upon the slope of Mt. Starr King, overlooking a wide valley area and the whole northern front of the Presidential and Franconia Mountain groups, and is thus unsurpassed by any of the large centers for its views. It is unusually advantageously placed for driving, since excellent roads radiate in all directions.

Especially charming, for long drives, are those to the Crawford House, 16 miles, and to Bethlehem, 18 miles. The shorter drives include those to Lancaster, going by the North Road and returning by Jefferson Mills, the Stag Hollow and Valley drive, that run through the Gore Road to the little settlement known as the "Lost Nation"; those leading to the abandoned hotel on

the top of Prospect Mountain, and to the base of Cherry Mountain, the scene of the famous landslide of 1886. Up the furrowed sides of this latter mountain a pathway leads to the top, where a portion of the huge boulder which wrought such ruin in its downward plunge still remains. This is known as the Owl's Head climb, and is a very popular one with summer tourists. The finest view obtainable from Jefferson is that which rewards the ascent of Starr King Mountain (3,943 ft.), which that good and enthusiastic judge of White Mountain scenery, the Rev. Starr King, considered the best in the whole region.

Hacks and hotel stages meet all trains at both stations.

*Lancaster*, 6 miles beyond (station restaurant), is the largest and most important town, socially and commercially, in Northern New Hampshire. It is the home of wealthy, influential and cultivated people, and is largely resorted to in summer by boarders in private families, for hotel accommodations are poor. It is a lovely place, overlooking the broad and fertile Connecticut meadows, and an active one, for it has a remarkable amount of country trade, and considerable manufactures. The Kilkenny Lumber Company operates a short railroad extending into the hills, northeastward.

Lancaster is also a station on the Concord & Montreal Rd. branch from Whitefield and Scott's Junction (see above) to Groveton,—junction with Route 38.

North of Lancaster the Maine line crosses the river and proceeds to Guildhall, Vt., shiretown of Essex County; then passes on to Masons, where it returns to New Hampshire, and at North Stratford crosses the Grand Trunk Ry. (Route 38). Stages run from here to Brunswick Springs (1½ miles); and "within easy driving distance, over at the foot of Percy Peaks, lies Christine Lake, a Scotch-like tarn, where cottages have been built. Above North Stratford is Colebrook, the thriving shiretown of Coos County (all Northern New Hampshire), in the vicinity of which is excellent fishing.

*From Colchrook to Errol Dam*, at the foot of Umbagog Lake, is a stage-ride of 20 miles. At Errol Dam steamers may be taken to Middle Dam, connecting there with the Rangeley Lake steam-boats; or to Upton, for stages to Bryant's Pond, etc.; or to the Magalloway River and the trail to Parmachanee Lake. This stage road passes through the remarkable *Dixville Notch* (hotels and boarding houses), a narrow pass between steep dark walls of

slate rock, set on edge and decayed into fantastic shapes; the place is curious, and well worth a visit. Leaving Colebrook in the morning, any point on the Rangeley Lakes may be reached before dark.

Above Colebrook are West Stewartson, Canaan, Vt., and Beecher Falls, the seat of the great operations of the Connecticut River Lumber Company.

*The Connecticut Lakes* are a chain of four lakes forming the reservoirs of the sources of the Connecticut River. They lie in the interior of the northern extremity of New Hampshire, and are much resorted to by sportsmen and ramblers. They are reached by daily stages (17 miles) from West Stewartson, and afford a fine chance for canoeing. A good driving and bicycle road extends all the way from Lancaster to these lakes; and a rough road leads over to Lake Parmachenee, the property of a sportsmen's club, which lies a dozen miles west, within the edge of Maine, and is properly reached by way of the Magalloway River (see above and Route 36).

At Beecher's Falls the Maine Central Rd. crosses the Connecticut, enters Canada, passes north, to *Cookshire Junction*, the crossing of the Canadian Pacific Railway (route for Lake Megantic, Dead River, and Moosehead Lake), then joins the Quebec Central Ry. at Dudswell Junction, and descends to Quebec, 325 miles from Portland, by this route.

#### Route 40.—Boston to North Conway, Fabyan's and Lake Winnepeaukee.

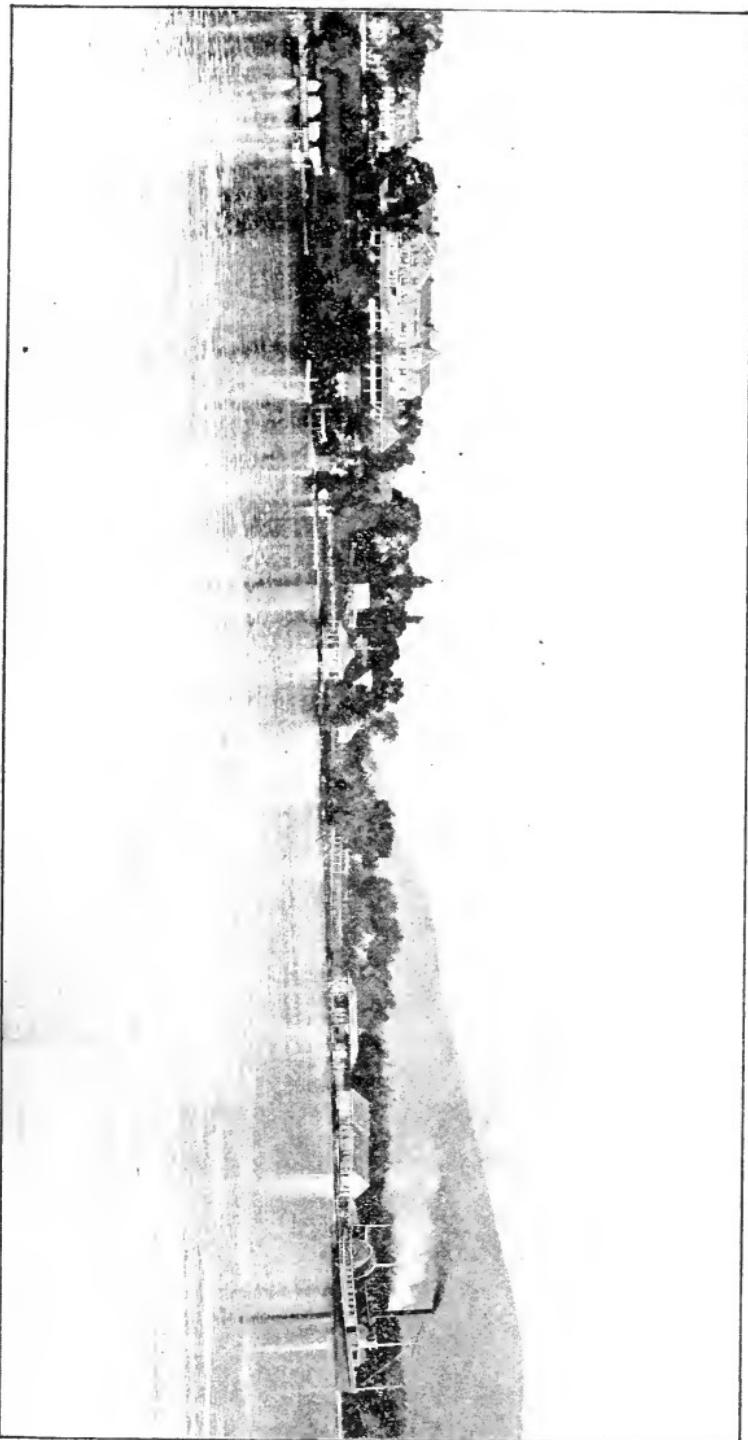
The Boston & Maine Rd. Co. sends trains to the White Mountains (Fabyan's) by Routes 28 or 29, or a combination of them, converging at Dover, N. H., and thence moving northward to *Rochester, N. H.*, where route 18 also comes in. This is at the threshold of the mountain and lake district, and here the line north to Fabyan's separates from the line to Lake Winnepeaukee and the western valleys.

**Rochester to Fabyan's.**—This line goes straight north up the right bank of the Saco River, through Milton and Union to Wolfeboro Junction, where a short branch leads west to Wolfeboro—a pleasant old village and steamboat landing on Lake Winnepeaukee, forming one popular route of access to that lake. The town of Wakefield, strewn with ponds, succeeds, as we follow the main

line north, and beyond it the Ossipee Mountains are skirted, with fine glimpses of tall peaks from about West Ossipee, whose vicinity has many historical and scenic attractions. Stages run twice a day to Centre Harbor (18 miles). Silver Lake appears, and a grand view of Chocorua, one of the noblest of the White Mountains, which can be ascended by a good path from Hammond's Farm, on Chocorua Lake, at the foot of the peak, 7 miles from West Ossipee. A spur of this peak is then skirted, beyond Madison Station, and the train reaches the beautiful Saco Meadows at Conway, an interesting old village. At North Conway, 3 miles farther, the road joins the Maine Central Rd. and follows it through Crawford Notch to Fabyan's, as described under Route 39. Certain through trains are run this way between Boston, St. Johnsbury, Vt., Groveton and Berlin, N. H.

**Rochester to Lake Winnepesaukee.**—The direct route to Lake Winnepesaukee leads northwest from Rochester, N. H., through the pleasant farming villages of Farmington and Durham, to the head of Alton Bay, the southern prolongation of the lake to the base of Pine Mountain, in a region full of memories and relics of the exciting pioneer struggles with Indians, wild beasts and the rigorous winters. The town of Alton Bay is a vigorous summer settlement, near which have long been held religious camp-meeting assemblies, while the neighborhood rewards exploration, and abounds in rural beauty and rich historical material, with many far-viewing hilltops.

*Lake Winnepesaukee* is an exceedingly irregular body of water, indented by peninsulas and studded by islands (267). Its shores, especially to the south and east, are picturesquely mountainous, and the landscape, whether the whole lake is surveyed from some high point, or whether it is taken in small pictures, is in the highest degree beautiful. No lake scenery in the United States excels it,—perhaps none equals it in a pleasing combination of the savage and gentle, grand and exquisite. The lake is now nearly 20 miles in length, the building of the dams at the outlet (Weirs) into the Merrimac, forming of the lake a huge mill-pond to help turn mill-wheels below when the river ran low, having raised the surface 7 feet above its normal level and correspondingly enlarged its area; the width is about 8 miles; it is very deep in some parts, and abounds in fish, while excellent wild-fowl shooting can be had along its shores in cold weather. Several towns abut upon its shores, and numerous villages border them. Alton Bay and Wolfeboro are at the southern



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end, are ports for all steamers and railroad stations, and nuclei of summer colonies, especially the latter. Centre Harbor is at the northern extremity, on the middle one of the three arms of the lake, Moultonboro being east of it, and Meredith west. The outlet of the lake is near the middle, on the west side, where the village of Weirs has grown up at the landing and railroad station.

*Steamboats* have been used on the lake ever since 1835. At present the principal boat is the "Mt. Washington," which can carry 1,000 passengers, and meets trains at Alton Bay and Wiers, and runs to Centre Harbor, stopping at Long Island (hotel wharf), where it connects with small steamers to Wiers, Lake Village and other landings. The "Lady" is smaller, and can enter all regular ports. Excursion steamers, sail-boats (which should be used with caution) and row-boats are numerous.

**Centre Harbor** is the place of most attractiveness on the lake. Here the large Senter House, several lesser hotels and many boarding houses, are filled all summer with visitors. The village stands some distance above the lake-level, giving wide views over the water, and Red Hill, of comfortable height, near by, forms the point of view for one of the most highly praised landscapes in America. The Ossipee Mountains and Ossipee Park, and Chocorua lake and mountain, are readily accessible, and very fine roads lead to various other interesting localities and admirable points of view. The special attraction of the neighborhood, however, is *Asquam Lake*,—a large, sprawling, island-broken body of water among the hills 2 miles north of Centre Harbor, where the pictures presented by a combination of water, pastoral scenes and rugged mountains, perhaps surpass those of any other part of the Winnipesaukee district. Various hotels and boarding-houses are near this and the lesser Asquam Lakes. This shore communicates with the lake landings several times daily, by steamboat, and has stages to West Ossipee, on the Boston & Maine, and to Ashland, on the Concord & Montreal Rd. (Route 41).

*The railroad continues from Alton Bay* along the western shore of the lake, past wooded hills to the base of Mt. Belknap, which may be ascended by a foot-path (1½ miles) from the main inland road. The summit is bare, 2,394 feet above the sea, and gives

the widest obtainable view of the lake and far beyond it into the northern mountains; this has the reputation of being one of the finest landscapes in New Hampshire. Curving around the mountain, the railway turns west to *Lake Village*, where it unites with the main line of the Concord & Montreal Rd. (Route 41), and passengers change for the north.

**Route 41.—Boston to Montreal and the White Mountains,  
via Concord, N. H.**

This is the old through line of the Boston & Lowell and Concord & Montreal Rys., now operated by the Boston & Maine Company. Its trains leave from the Union Station in Boston, and pass out through the beautiful suburbs of Somerville, Medford (see Handy Guide to Boston) and Winchester to Woburn, an important manufacturing city (shoes, leather, etc.) and a suburban-residence town.

A branch road from Winchester, via Montvale to North Woburn Junction, serves a suburban district east of this line.

*Wilmington Junction*, just beyond North Woburn, is the point of departure for the branch to Lawrence, an alternative route (No. 28) from Boston or Salem as far as Manchester, N. H. Silver Lake and East Billerica are villages on the Shawshine River, which enters the Concord River at North Billerica, 5 miles above Lowell. All these suburbs are connected with Lowell, Boston and the coast cities by electric railways; and are in an admirable region for driving or bicycling.

Another pleasant route to *Lowell* is by the Arlington Branch, which passes over the historic ground of Concord and Lexington. This leaves from the Union Station, Boston, and passes out through Somerville, around Spy Pond into Arlington, Arlington Heights, and on through East Lexington to Lexington, following the ancient highway.

*Lexington* is a quiet and very beautiful village surrounding a shady Green, where the first battle for American independence took place. On one side is a simple monument to that incident erected by the State, long ago; and on the other a fine Memorial Hall erected to the memory of the men of the town who lost their lives in the Civil War; it contains statues of John Hancock,



STATUE OF MINUTE MAN — Concord Battle Field.

R.M.N.-C.2



Samuel Adams, a Revolutionary Minute Man, and a volunteer of '61, and the Cary Free Library. The vicinity of the village is interesting and beautiful, with fine views from several hilltops; and good roads for driving or wheeling. Concord (Route 19) is 6 miles west by the highway, or 10 miles by rail, via Bedford.

*The Battles of Lexington and Concord.*—Various insurgent acts of the Massachusetts Colonists in the spring of 1775, had taught General Gage, the British commander at Boston, that it was time he took measures to suppress them. On April 18th, near midnight, he sent a body of 800 troops, under Major Pitcairn, to seize a quantity of munitions of war stored at Concord. They marched as secretly as possible, by this old road through Arlington and Lexington, but Paul Revere and others, by signals and mounted messengers, hurried in advance and aroused the country; bells were rung, cannons fired, and from every hamlet and farm house the "Minute-Men" (militia) gathered to resist this foray; and when at dawn (April 19, 1775,) Pitcairn, with the advance guard, reached Lexington, he found 70 men drawn up in line on the Green. He commanded them to disperse, but they refused, whereupon his men were ordered to fire. Eight minute-men were killed, several others wounded, and the rest fled. The British then pressed forward toward Concord, where the old men, women and children were hastily carrying away and hiding the military stores, while the minute-men gathered in haste and formed under Major Buttrick. These were not ready to march until the British had reached the North Bridge, (see Concord) and were beginning to destroy it. The approaching minute-men were received with a volley, but returned and pressed forward with such spirit that the British retreated, leaving two dead men. "The invaders," says Lossing, "were terribly smitten by the gathering minute-men on their return toward Lexington. Shots came, with deadly aim, from behind fences, stone walls and trees. The gathering yeomanry swarmed from the woods and fields, from farm-houses and hamlets. They attacked from ambush and in the open highway. It was evident to the British that the whole country was aroused. The heat was intense; the dust intolerable. The 800 men must have perished or been captured, had not a reinforcement, under Lord Percy, met and relieved them near Lexington. After a brief rest the whole body 1,800 strong, retreated, and were terribly assailed along the whole 10 miles to their shelter at Charleston, narrowly escaping 700 Essex militia, under Colonel Pickering, marching to strike their flank." This expedition cost the British, dead, wounded and missing, 273 men; the Americans lost 103. The effect was to arouse and unify the whole country to the resistance which quickly developed into the active War of the Revolution.

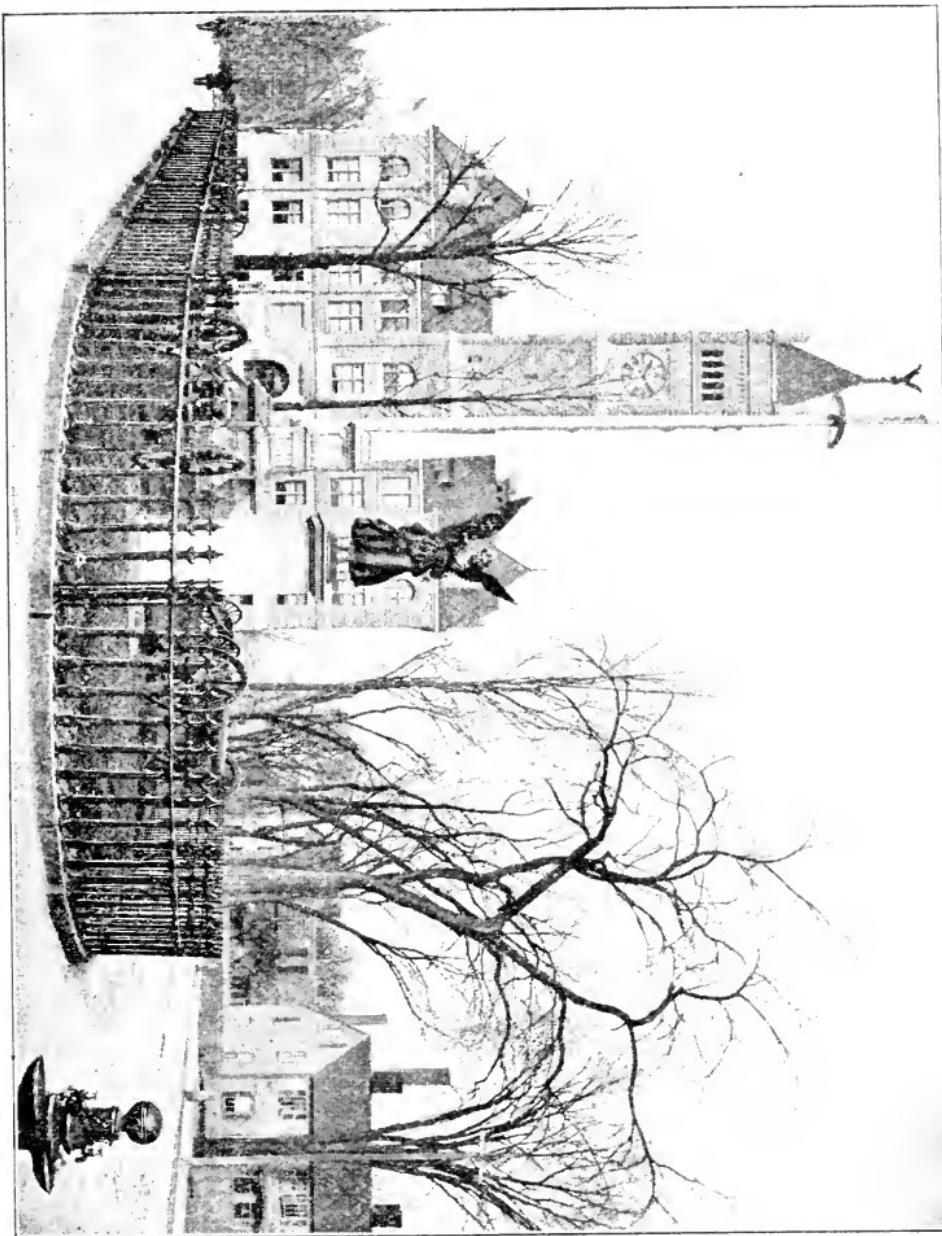
At Bedford, 6 miles beyond Lexington, a branch leads west

to Concord (Route 19) where it joins Route 21 into Lowell or on, via N. Acton, Graniteville and Dunstable, to Nashua, N. H. From Bedford, also, there is a direct line into Lowell (11 miles), through the shoe-making city of *Billerica* and the wool-weaving town of North Billerica. For the early history of these and other towns in the Concord Valley consult Thoreau's "A Week on the Concord and Merrimac Rivers," and local histories.

**Lowell**, the fourth city of Massachusetts in population (85,000), is one of the first in New England in manufactures. The Merrimac River is here interrupted by Pawtucket Falls,—prehistorically a famous salmon fishing spot among the Indians. Late in the last century a canal was made about this obstruction to open navigation to the upper towns, but was a financial failure. In 1822 it was adapted to the purpose of furnishing waterpower to mills, which immediately began to be built,—the "Merrimack" dating from 1822, and all the other mills before 1840.

The cotton mills here, now represent \$15,000,000 invested capital, nearly 1,000,000 spindles, 26,000 looms, 21,500 employes (largely Canadian French and Nova Scotians); consume 1,800,000 pounds of cotton each week; and produce each week 5,000,000 yards of white cotton cloth, two-thirds of which is bleached and dyed or printed here. The principal mills are the Merrimack, Hamilton, Appleton, Lowell, Middlesex, Tremont and Suffolk, Lawrence, Booth and Massachusetts. Several extensive mills in the city or its suburbs also make woolen yarn and cloth and carpets, bunting, plush, felting, duck canvas, elastic goods, and hosiery and knit goods. Machinery is also extensively built, especially all sorts of special apparatus and fittings used in cotton and woolen mills and shoe-shops; while leather and leather-goods, shoes, harness, wooden ware, wire goods, iron and tin ware, boxes, etc., employ thousands more. Lastly, Lowell is widely known as the source of several very widely advertised proprietary or "patent" medicines.

The principal street is Merrimac, and the next important one is Gorham, at right angles to it, and having the Boston & Maine Rd. Station, the new and stately Federal Building, marked by its lofty square tower, the Y. M. C. A. rooms and the Yorrick Club. The central point of the city is *Monument Square*, in front of the *City Hall*, an imposing renaissance building, with magnificent interior fittings of marble and carved wood; it cost \$380,000, was completed in 1893, and is a model of convenience and architectural good taste. *Memorial Hall*, next to it, is another hand-



LOWELL, MASS. -- Monument Square.

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some and richly adorned building, which contains the City Library and (up stairs) a Soldiers' Memorial Room, used as a meeting room by the Grand Army of the Republic.

Here are battle flags and other relics of the Sixth Massachusetts Regiment, which was fired upon in Baltimore in 1861, and of other local troops of the Civil War. On the stairway is a heroic bronze bust of Gen. Benjamin F. Butler, who was a citizen of Lowell; it was presented to the city in 1891, by the colored citizens of Massachusetts, in memory of their appreciation of the man, who by the expedient of a definition—"contraband of war"—solved the vexed question of the negro's right to fight for his own freedom and the life of the nation. The Library occupies commodious and beautiful rooms, adorned with casts of busts of famous men and of classic pieces of sculpture, large photographs of important foreign buildings, pictures, maps, etc., of great value. The books number about 60,000, and the collection is especially strong in industrial art.

Monument Square is so-called because of its monument to the two Lowell soldiers killed by the mob in Baltimore, in April, 1861; and the bronze statue to Peace, by the German sculptor Rauch. The Kirk Street Episcopal Church, the First Congregational Church, and the old Boston & Lowell Rd. Station also touch the square.

Belvidere and Fort Hill are about all Lowell has to interest the saunterer, outside of its business activities. Belvidere is the name of the high eastern part of town, where the wealthiest citizens dwell in fine streets overlooking a long stretch of the Merrimac Valley. In its southern part the ground rises to Drewcroft's or Fort Hill, which has been turned into a public park, that will grow into a place of singular beauty.

*The view from this hilltop is wide and interesting.* Fredrika Bremer wrote of her joy in looking down, on a winter evening, upon "the manufactories of Lowell lying below in a half-circle, glittering with a thousand lights, like a magic castle on a snow-covered earth." The circle of the picture reaches far beyond the city, west to Mt. Wachusett, then around to the north to Mts. Hunger, Watatic, Monadnock—a sharp summit—and at its right the Peterboro Hills; then comes in the north the peak of Uncanunuc. Lawrence and Andover are almost hidden by trees; but the great red brick buildings of the Insane Asylum at Danvers and of the State Alms House at Tewkesbury are visible eastward; a smudge on the horizon shows where Boston lies, and then, straight south, appear the crowded houses of the Billericas, and the storied heights of Lexington and Concord. The Concord River winds down from the southwest, and Nobscot Hill in

Farmington, and Robin's Hill, in Chelmsford, bring the eye back to the blue dome of Wachusett.

Electric cars run out to this park; up the river to North Chelmsford and Tynborough (a very pleasant ride); south to Chelmsford Center; north to Nashua, N. H.; down the north bank of the river to Lawrence, an exceedingly interesting ride through Collinsville and the curious summer-cottage camps along the river bank; and south to Boston and Lynn.

**Railroads** radiate from Lowell thus:

1. To Boston (see above).
2. To Salem and Lawrence (Route 29).
3. To South Framingham and New Bedford (Route 21).

4. To Fitchburg and Worcester.—The Stony Brook Branch of the Boston & Maine runs up Stony Brook, southwest, through West Chelmsford and Graniteville (crossing the railroad from North Acton to Nashua) to Ayer Junction (Route 19), where passengers change for Fitchburg, Clinton, Worcester, etc.

5. To the North (see below).

**Lowell to Manchester, N. H.**—This line follows the western bank of the Merrimack River northward around its great bend to Nashua, N. H.,—a hilly and pleasant town, with an exciting early history, having great cotton mills, shoe-factories and other industries, and important as a railway center. From Nashua railroads diverge:

1. To Lowell and the South (see above).
2. To North Acton and the South (Route 21).
3. To Ayer Junction and Worcester (Route 18).
4. To Lawrence, South and East (Route 29).

5. To Keene and the Northwest.—A line of the Boston & Maine system crosses the southern counties of New Hampshire, through Amherst (birthplace of Horace Greeley), Milford (terminus of a line from Pepperell, Mass.), Wilton (manufactures and summer boarders), Greenfield and Bennington (paper mills), to *Hancock Junction* where the road from Winchendon, Mass., to Concord, N. H., is crossed. It then passes west through the pleasant summer villages of Harrisville and Marlboro to Keene (Route 19). The most interesting fact on the line is Mt. Monadnock, which is closely approached at East Harrisville, the station for Dublin,

1½ miles southward, whence roads ascend to a comfortable tavern about 1½ miles below the summit, which can then be reached by a path. This is the side of the easiest slope, but of the poorest aspect of this grand and beautiful height, which is best at Troy.

From Nashua to Manchester is a pleasant ride up the western bank of the Merrimac, which is crossed at Cobb's Falls, or *Willey's* in the edge of the town of Manchester. Manchester, now the largest city in New Hampshire, is also one of the youngest, for its growth to importance is recent, although the first mills were organized as long ago as 1810.

The *Amoskeag Falls* of the Merrimac were early noted for their picturesque interest—much of which remains, in spite of dams, bridges and mills,—and were seized upon as a great water-power (equivalent to 10-15,000 horse power) as soon as the country began to develop. Two canals, one above the other, were built, each over a mile in length, and now a magnificent line of mills extends for a mile along the river bank, while all the neighboring part of town is given up to the elm-shaded tenements of the operatives, each with its garden. In no large town in the country are the mill-hands so well lodged; nor anywhere else are they so largely American by birth, prosperous and contented. There are four cotton-mill corporations which alone employ 15,000 hands, who receive \$100,000 every week in wages. Statistics show: Capital invested, \$8,700,000; spindles, 600,000; looms, 20,000; yards cloth woven yearly, 182,660,000 (equal to 360 miles daily), made from 56,000,000 pounds of cotton and 4,165,000 pounds of wool. The oldest and most famous of these corporations is the Amoskeag, whose principal building is said to be the largest cotton-mill in the world. Other industries have helped to build up Manchester. The Locomotive Works manufacture the finest railroad engines and steam fire engines, boilers, castings, etc., and employ from 300 to 500 men. There are two large paper mills, seven shoe-shops, hosiery mills, machine shops, needle factory, carriage and harness factories, brass foundry, lumber-working industries, and many other industries employing skilled labor.

Manchester is a fresh, handsome, busy city centering upon the shady public square on Main Street, near which are all the hotels,—a short walk or street-car ride from the railway station. The city has a public Library containing 40,000 volumes.

Electric railroads run to all parts of the city, to the suburbs west of the river, and to Lake Massabesic, where there are sum-

mer hotels and picnic grounds; and nearly to Stark Park (see below).

*Railroads* radiate from the grand new Union Station as follows:

1. South to Lowell and Boston.—See above.
2. South to Lawrence, etc.—Route 29.
3. East to Portsmouth (Route 28) via Lake Massabesic, Auburn (stage to the village), Candia (stage to Deerfield), Epping and South Newmarket.
4. Northwest by the North Weare Branch. This ascends the Piscataquog stream through a populous and pretty farming region, to which many persons go for summer recreation. The villages touched are Goffstown, near the far-viewing Mt. Uncanunuc, Parker's (spur-track to New Boston), Oil Mills (stages to South Weare and Clinton Grove), North Weare (stage to Weare Center), and Henneker, where this line meets the "Hillsborough Branch" (see below), a part of the railroad line between Winchendon, Hancock Junction and Concord.
5. North to Concord.—See below.

**Manchester to Concord.**—The main line northward, in passing out of Manchester, exhibits all the mills and a glimpse of Amoskeag Falls. A mile above the city Stark Park is passed, and the grave of Stark is seen, near the former family home on the hillside.

*John Stark*, one of the most active, picturesque and long-lived of the general officers of the Revolutionary Army, came of the family of the first settler in this locality. He was among the earliest volunteers to the patriot cause, was a conspicuous leader at Bunker Hill, and in all the early campaigns, was in command at the victory of Bennington, rendered great service against Burgoyne at Saratoga and afterwards in the operations on the Hudson, after which he was given command of the Northern Department. After the war he retired to his home here, where he died in 1822. His estate is to become a public park of Manchester.

Hooksett, 8 miles above Manchester, is a manufacturing village, with mills and vast brickyards; it is on the opposite side of the river, is reached by one of the many picturesque bridges that cross this upper part of the river, and its site was part of a gift of land by Massachusetts to Passaconaway, sachem of the Pe-

cooks, who, with his son Wonnolancet, were among the most prominent of Eliot's converts to Christianity.

*The Suncook Branch* leads northeast from Hooksett, up the Suncook Valley. Suncook, 2 miles above Hooksett, is a busy cotton-spinning and weaving town. Here is the ancient Pembroke Academy; and Pembroke Street, a broad rural road shaded by elms and bordered by country vilias, running from Suncook to Concord (7 miles), Allenstown, Pembroke and Epsom, near Nottingham Mountain, are villages above; and the last is the station for stages to the summer-resort villages in Northwood and among the fine hills and ponds at the head of Suncook River. Chichester and Pittsfield (stages to Loudon and Gilmanton) are dairying towns noted for cheese; and the terminus is reached at Centre Barnstead, whence stages run to Farmington and Rochester, making accessible many pleasant villages among the hills.

Concord has been the capital of the state for nearly a century—a fact due to its central situation. It is one of the wealthiest and most refined cities of New England, and a delightful place for even a passing visit, as from Prospect or Rattlesnake Hills, within the city, a very beautiful view is to be had. Main Street is the principal business street, and has electric cars north to East and West Concord. The State House, a noble building of granite, designed by Bulfinch, the architect of the capitol at Washington, stands in the midst of small but pleasant grounds entered through a handsome Memorial Arch erected to Concord's soldiers in the Civil War. In the grounds are two notable bronze statues, one of Daniel Webster, by T. Ball, and another of General Stark. The halls of the Senate and House of Representatives are spacious and handsome. Opposite the State House is the new State Library, a very beautiful building of red granite, divided into panels by engaged Corinthian pillars of white cut granite, and richly adorned inside with trimmings of Siena marble and other decorations. It contains, on the ground floor, the State Library of 60,000 volumes, and the rooms of the Supreme Court, adorned with portraits of Chief Justices. Up-stairs is an art gallery containing a beautiful collection of the minerals of the state, a statue of John P. Hale, the first "anti-slavery senator," by Miller of Munich, and some 45 portraits of historic characters, including Simon Bradstreet (governor, 1679), William Burnet (governor, 1728-9), Jonathan Belcher (1730), Gen. John P. Sullivan, Gen. John Stark, Levi B. Woodbury, and Count Rumford.

The State Insane Asylum, the State Prison and the Court House and City Hall are other public edifices in the city, many of whose churches and schools are also notable. St. Paul's School is a widely known Episcopal boarding-school for boys (300 pupils) two miles west of the city; Echo Hill, and the monument to soldiers slain by Indians in 1746 are near by. Birchdale Springs is a pleasant health resort, 4 miles away; and innumerable lovely drives and wheeling tours may be taken through the rich valleys of the vicinity. Extensive quarries of white granite are worked near by; and the local manufactures include great quantities of wagons (whence the "Concord" coaches), harnesses, melodeons, furniture, etc. Stages run north to Loudon, west to Hopkinton and south to Dunbarton. Railroads center here in one of the largest and finest railway stations in the country, where are the head offices of the Concord & Montreal Rd. Company.

1. To the South.—See above.
2. To the West.—The Claremont Branch turns west up the valley of Contoocook River to Contoocook, a fine village in the midst of farms and granite quarries.

*The Hillsborough Branch* leads south from here through a pastoral region to Hopkinton (near the historic and far-viewing Putney Hill), Hillsborough (birth-place of President Franklin Pierce; stages to Washington), Bennington and Hancock Junction, where connections are made for Keene and the Stony Brook Rd. (see above) and for Winchendon and the Fitchburg system.

West of Contoocook is Warner, a summer resort. Five miles north, by road, is Mt. *Kearsarge*, a noble height (2,943 feet), to be distinguished from Mt. Kiarsarge near North Conway, and the "genuine one," after which the famous ship was named; it can be ascended by a path. Bradford, near Bradford and Todd ponds, has mineral springs and is an old-time summer and health resort; stages run daily to Sutton and New London (10 miles north) where there is a farm-house hotel. *Lake Sunapee* is reached at Newbury, a village at its southern extremity and near the base of Sunapee Mountain. This lake is 9 miles long, has hill-girt and beautifully wooded shores, receives several dashing streams, is studded with islands, abounds in game fish, and is visited by large numbers of summer guests, who live in the hotels and farm-houses along its shores, or in cottages and camps, enjoying an outdoor life rather than social gayeties. The steamer "Lady Woodsum" runs regularly to the northern end of the lake and intermediate landings, and excursion boats are numerous.

Skirting the shore of the lake and the foot of the mountain the train runs on through Newport, the shiretown of Sullivan County (stages to Washington, Grantham and Ackworth), and down the romantic Sugar River valley through Northville (stages to Corydon) to Claremont, a brisk cotton-cloth and paper-making town at the rapids of the river. At West Claremont, just below, the terminus is reached, and a junction with Route 9, 22 miles south of White River Junction.

3. To White River Junction, Burlington, Vt., and the north.  
See Route 42.

5. To the White Mountains—see below.

**From Concord to Lake Winnepeaukee,** there runs a railway on the east side of the Merrimac, through Canterbury (stage to the Center, Hillville and the Shaker village, 6 miles). Mt. Kearsarge shows up well in the west. Northfield and Tilton follow; and from the latter goes a short branch to Belmont, whence stages reach the summer homes of Gilmanton. The Winnepeaukee River (outlet of the lake) and shores of Lake Winnisquam are now followed, with mountains north and east coming rapidly into view, to the stirring manufacturing town of Laconia, whose car-making shops are widely known. Lake Village, another mill-town, connected with Laconia by an electric railroad, brings us to the outlet of Lake Winnepeaukee, and the end of the shore road southward to Alton Bay. Five miles farther is The Weirs, the steamer-landing on this side of the lake, where boats connect with trains. Passing on to Meredith, Lake Winnepeaukee is left behind and the train runs along Lake Waukawan nearly to Ashland, a manufacturing village at the mouth of Asquam River.

*The stage to Centre Harbor* from Ashland follows one of the loveliest of the many admirable drives of this region, going over the top of Shephard Hill (5 miles) whence the Asquam House overlooks the 'Squam Lakes, and thence on by Red Hill to Centre Harbor (11 miles). The return to the Weirs by steamboat forms a favorite round-trip excursion.

**Plymouth**, the next station, is an old town, greatly beloved by its habitues. It is the shiretown of Grafton County, and still uses the courthouse in which Webster made his first plea. It has the large Pemigewasset Hotel, which includes the railway sta-

tion, and many lesser summer hostelries. Plymouth is noted for its drives, and the wide variety of mountain and lake scenery to be viewed from its hilltops. A branch railway runs 21 miles up the Pemigewasset Valley, forming a coaching-route.

*To Franconia Notch and the Profile House.* The first station is Campton, a quiet summer village near the admired Livermore Falls. The Mad River valley forms a good route for exploration and fishing, the wagon-road leading up to Waterville (hotels) and a path to the summit of Mt. Osceola in that remote township. A ruder path leads through Sandwich Notch into the Moultonborough. Woodstock is a little summer village with rugged surroundings, and the terminus of the line is at Lincoln, a mile beyond North Woodstock, where, at the elegant Deer Park Hotel, Concord coaches connect with each train, to and from the Flume (5 miles) and Profile Houses (10 miles). See Route 39.

**Plymouth to the White Mountains.**—The main line turns west from Plymouth over a rough region to Rumney (stage to North Groton), and follows up Baker's River through Wentworth to Warren, a village of importance chiefly as the point of approach to *Mt. Moosilauke*.

This massive mountain is the highest west of Lafayette, its loftier peak being 4,810 feet above the sea. Its comparative isolation makes the view wider than that attainable from almost any other mountain, and good judges have considered it the most commendable in the White Mountain region. The ascent is easily made by a good road (10 miles) from Warren; while bridle and foot paths lead up from the Benton side and even from Woodstock. Springs, ponds and streams are numerous on the slopes. Near its foot (5 miles from Warren) is a summer hotel, and on the summit another, founded in 1860. Many other mountains, the Jobildunk ravine, and wild streams invite the person fond of mountaineering to prolong his stay in this vicinity.

Passing through the costly rock cuttings at the "summit," the train begins to descend toward the Connecticut at Haverhill, where the road turns north and traverses the lovely meadowlands about Newbury to Woodsville, which is connected by a bridge with Wells River Junction, Vt., and Route 9 for St. Johnsbury and the north. From Woodsville the line turns up the Valley of the Ammonoosuc, and proceeds around the Franconia mountains to

Fabyan's, with connections for the Profile House, Bethlehem, Jefferson, Gorham, etc., as in Route 39.

**Route 42.—Boston to Burlington and Montreal, via Concord, New Hampshire.**

This is the route of the Concord & Montreal Ry. Trains leave from the Union Station, Causeway Street, Boston, with through cars for Montreal via both St. Albans and Newport, Vt. The first part of the line is that of Route 41, via Lowell to Concord, N. H.

North from Concord the line follows up the western bank of the Merrimac River, past the island, at the mouth of the Contoocook, where Hannah Duston killed her Indian captors (see Haverhill, Route 39) and along the edge of the town of Salisbury, at whose Center, a few miles west, was born and bred Daniel Webster,—the great forensic lawyer. Franklin is a junction point where a line branches off to Tilton and Laconia (Route 41), and another continues up the valley to Bristol, five miles north of which is *Newfound Lake*, an elevated and beautiful body of water, six miles long by five miles wide, surrounded by hotels and rural boarding houses that attract many visitors. A daily stage runs to Hebron, at its northern end; and to Alexandria, near the great Mt. Cardigan.

Turning west from Franklin, the main line makes its way through a rugged country and numerous small towns. Andover is of some importance, and is the point of departure for the ascent of Mt. Kearsarge, 4 miles south,—a feat which is rewarded by a magnificent prospect from bare and isolated summit, 2,461 feet high. Pleasant villages, among high and often precipitous hills, succeed one another westward through the towns of Danbury, Grafton and Enfield, to Lebanon, on the Connecticut River, opposite which is *White River Junction*, Vt.

For this point and its connecting railroads see Route 9.

From *White River Junction* the Central Vermont Rd. leads northwestward up the picturesque valley of White River,—a rapid, powerful stream which furnishes power to turn the wheels in a great number of weaving, pulp-grinding, paper-making and wood-working and other factories. Hartford owes its prosperity to such factories. The picturesqueness increases to Sharon, the

birthplace of Joseph Smith, founder of Mormonism. This is the station for Stafford, northward, the home of Senator Lot Morrill. South Royalton is the stage station to Tunbridge (4 miles), Chelsea, the shiretown of Orange Co., 13 miles north, Brookfield (16½ miles); Bethel for Barnard, Rochester, Hancock and Middlebury; Randolph for Randolph Center (4 miles) and Brookfield (10 miles); and Braintree for Granville, 7 miles west. This pleasant and interesting region continues northward through Roxbury, at the summit of the Green Mountain pass, 1,000 feet above the sea. In this neighborhood are vast deposits and quarries of verd antique marble. Slate is quarried at the next station, Northfield, which also has a large military school for boys; stages run to South Northfield (2 miles). Ten miles farther is Montpelier Junction, where the Montpelier & Wells River Rd. comes in from Wells River (Route 9), and a short branch goes off to Montpelier (3 miles) and Barre.

**Montpelier**, the capital of Vermont, is the smallest of New England capitals, but one of the most wealthy and beautiful. It is a well furnished little city in all respects, and has business interests in the way of insurance and banking quite beyond its size, while there is also considerable manufacturing, though not enough to spoil the park-like aspect of the town, or cloud the brilliant air that surrounds it and lends a deeper charm to the admirable scenery of this gem of the Green Mountain State. This attractiveness has long been recognized; and more and more summer residents are annually seeking rest and recreation in the hotels, private residences and farmhouses of Montpelier and its neighborhood. The State House is a granite building of imposing appearance, surrounded by a park, and approached by long flights of steps, leading to a grand Doric portico, within which are Larkin G. Mead's heroic marble statue of Ethan Allen, and two storied cannons.

*Ethan Allen* was born in Litchfield, Conn., but came to Vermont in 1766, and became prominent in the feuds with New York over the boundary. When the Revolution began, he was quickly in the field, and signalized his advent by the characteristically bold capture of Ticonderoga, in 1775, when he demanded the British commander's surrender "In the name of the Great Jehovah and the Continental Congress." He took a large part in the war, and returned to Vermont to lead to a successful issue her struggle for

independent existence as a State. The cannon here were captured from the British at Bennington, surrendered to England again by Hull at Detroit in 1812, and recaptured by the Americans in Canada, after which Congress gave them to Vermont.

Within the building a tasteful elegance will be observed, and many interesting rooms and objects may be seen. The Halls of the House and of the Senate are models of arrangement and decoration, the oval Senate Hall in particular being especially admirable. In their vestibule are preserved a glass case of Vermont battleflags, and a series of silver tablets, commemorating the names and battles of the Vermont Regiments in the Civil War. The State Library and rooms of the Vermont Historical Society are reached through a handsome ante-room containing a large and spirited painting by Julian Scott, representing the Vermont brigade at the battle of Cedar Creek, Virginia (Oct. 7, 1864—the scene of “Sheridan’s ride”), and many portraits of merit. The State Library consists mainly of books of law and for reference. The Historical Society’s Library is also large and well displayed; and their show-cases contain a large number of interesting colonial and personal relics, well-labeled, including the first printing press used in North America north of Mexico.

It was brought from England in 1638, and was set up in Cambridge, where, in 1639, it printed “The Freeman’s Oath”—the first thing printed in the United States. A century later it began to wander about Connecticut, New Hampshire and Vermont, from one country office to another, until finally deposited here. It closely resembles the hand press used by Benjamin Franklin, now in the National Museum at Washington.

The classically beautiful building of the Public Library is the newest and best ornament to this agreeable little city.

Stages run from Montpelier northward through Calais and Woodbury to Hardwick, on the St. Johnsbury & Lake Champlain Rd.; and to Berlin, 4 miles south, near which is Mirror Lake, a local resort.

A railroad extends southward from Montpelier to Barre, Williamstown (mineral springs), Graniteville, Webster, etc.

*Barre* is the fourth town in the State, in point of size; and is surrounded by granite quarries and sheds for dressing that stone. The quarries are scattered over a wide area of hills, reached by spur-tracks, and form an interesting sight; while the neighboring

region is picturesque and healthful. Stages run from Barre via Chelsea (18 miles) to South Royalton (29 miles).

Continuing westward from Montpelier, the first station is Middlesex, near the Narrows of the Winooski—a deep cañon worn by that river, whose course is now followed by the railroad. Stages run daily up the highly interesting valley of the rapid Mad River, which enters the Winooski at this point, through Moretown (also to Fayston) and Waitsfield to Warren. Next below is Waterbury, delightfully situated at the junction of the Waterbury and Winooski rivers, in the midst of the Green Mountains.

*Mt. Mansfield* (alt. 4,364 ft.) and *Camel's Hump* (4,088 ft.), the two highest and most conspicuous peaks of the Green Mountains, are easily and usually reached from here. Camel's Hump is the nearer and is reached by a drive of eight miles, and a tramp of  $2\frac{1}{2}$  miles to the summit; but a better path is from Richmond via Huntington. Mt. Mansfield is reached by a stage (twice daily in summer, 10 miles) to the lovely village Stowe, at its eastern base (also stages from Morrisville, on the St. J. & L. C. Rd.), where there are hotels and boarding houses (see Harper's Magazine, 1883), and whence a carriage road 9 miles long winds to the middle one of the three summits, called The Nose, where a small hotel is open in summer. The view is exceedingly wide and of remarkable beauty; and every tourist ought to include this highly interesting excursion in his Vermont itinerary. Another, and new, means of ascent is by footpath up the western slope from Jeffersonville through the famous "Smuggler's Notch" and over gigantic precipices. For the details of this route and the views, see Outing (magazine) August, 1892.

North Duxbury, Bolton, Jonesville (stage to West Bolton, 5 miles), and Richmond (best point of ascent for Camel's Hump) are villages in the midst of high mountains, but occupying valleys rich in pasture and highly productive of butter and cheese. Crossing the Winooski on a long bridge fine views of the mountains are gained as Williston is passed; and soon after the train reaches *Essex Junction* (see below), whence it passes along the remarkable gorges of the Winooski River, through Winooski village to the shore of Lake Champlain and the city of Burlington.

Burlington, the metropolis of Vermont, having some 22,000 inhabitants, is perhaps the most beautiful and enjoyable city in all New England.

The city stands midway upon Lake Champlain, and its lofty

site, commands a wide view over the island-studded water, and far into the clustering Adirondacks opposite. Along the top of the bluffs a public park, The Battery (with guns placed there in 1812), has been laid out, where the shore is in view.

"From the northern part of the shore a narrow neck of land extends into Lake Champlain, terminating in Appletree Point, south of which, extending to Rock Point, is Appletree Bay. South of Rock Point, and extending to Red Rocks Point (below the city), is the broad, crescent-shaped Burlington Bay . . . the finest harbor on the lake."

The center of the city is at City Hall Park, which has a soldiers' monument, and is surrounded by the City Hall, Fletcher Free Library (having 36,000 books, and admirably managed), the new Y. M. C. A. building, several hotels and the largest business houses. The business streets are finely built, clean, free from factories (which are all down by the waterside), and traversed by electric cars. There are no liquor saloons. The principal residence streets are eastward, rising on the gradual slope of the hill; they are shaded with old trees, and bordered by houses in the midst of elegant grounds. The finest one is the broad and beautiful College Street, leading up to the campus of the State University, on the crest of the hill.

The University of Vermont is a large and admirable institution, possessing admirable buildings, and attended by students of both sexes. It was chartered in 1791, but began to prosper only after 1825, when Lafayette laid the corner-stone of the present main building (University Hall). A noble bronze statue of Lafayette (by J. Q. A. Ward, and said to be the only one in the United States) stands in the grounds,—erected by John P. Howard, through whose liberality the main building was enlarged and reconstructed in 1884.

North of the main building is the Williams Science Hall, and north of that the *Billings Library*. This is a red stone building, designed by H. H. Richardson, and one of that eminent architect's most admirable works; it cost \$153,000, is well endowed, and contains nearly 50,000 volumes, based upon the personal library of Hon. George P. Marsh, the philologist, and open to the use of the townspeople. The halls of the Medical College are near it. East of the main building is the new Hollandaise dormitory,

Converse Hall, built of blue marble; and beyond it the excellent Mechanical Building, devoted to laboratories of chemistry, etc.; while still farther away are the houses and farms of the State College of Agriculture, an appendage to the University. A new dormitory for the women-students will be completed in 1897. The college Museum contains interesting collections in natural history and archaeology.

The Campus contains 45 acres, and forms a beautiful park, from whose higher portions (or from the dome of University Hall) such a landscape is spread as can scarcely be equaled in the eastern United States. Westward the city and lake and distant Adirondacks lie beneath the eye; while in the west, across a broad and lovely valley, tower the finely sculptured forms of Mts. Mansfield and Camel's Hump, extended north and south by the whole Green Mountain range.

Many distinguished names have been borne upon the College rolls,—Ira Allen, brother of Ethan Allen, who was founder of the city and university; Senator Jacob Collamer; Prof. G. T. Shedd, the theologian; Henry J. Raymond, founder of the New York Times; Vice-President Wheeler, Judge A. O. Aldis, H. O. Houghton, the Boston publisher, Senator John A. Kasson, and many men still living who are exerting a great and good influence in the world. There are now 60 in the faculty and 450 students.

Other educational institutions in Burlington are two large Episcopal schools,—one for boys and one for girls; two Roman Catholic academies; and a notable public school system. Several of the churches and charitable institutions—such as the Fletcher Hospital—are remarkable in their way.

In the country surrounding the city are many romantic drives and walks, among which are those along the Winooski river, to Mallett's Bay, to Shelburne Point and Harbor, to Red Rocks, and to Queen City Park, a beautiful resort, situated upon a plateau seventy-five feet above the land-locked Shelburne Bay, and two miles south of the city. The park is the property of the spiritualists, who hold camp-meetings every season. At Shelburne is the magnificent estate of Dr. Wm. Seward Webb, whose grounds are open to all orderly visitors. Excursions upon the lake are highly attractive.

In commerce and manufactures Burlington has large interests. It is the principal supplying-point of a large region, and has large stores; a fact due largely to the advantage of having water

communication with New York and the west by the Champlain canal. The waterpower of the Winooski River and comparative cheapness of coal makes this an advantageous manufacturing point, amounting to \$5,000,000 a year. A single cotton mill recently erected at the suburb of Winooski cost \$450,000; and the city's lumber business in 1895 amounted to \$4,000,000; while the capital employed elsewhere in the State is largely derived from this city.

Electric Railways reach all parts of the city and its suburbs, and extend up the river through picturesque Winooski to *Fort Ethan Allen*,—a new eight-company cavalry post of the U. S. Army, on a pine-covered plain in the edge of the village of Essex Junction. There is little to see at the post, unless one is especially interested in military matters.

**Steamboats on Lake Champlain.**—The steamers of the Champlain Transportation Company—large, handsome boats—run daily to Port Kent, Port Jackson, Plattsburgh, Gordon's, and less often to North Hero, Adams, Westport and Essex. In addition to this many excursion and local steamers connect there, and many smaller islands and shore ports, making communication frequent and comfortable as long as the season of navigation lasts, and affording a direct and beautiful route, by water, via the canals and Lake George to the Hudson River; or by rail (Delaware & Hudson Rd. Route) from Crown Point, or Ticonderoga or some other of the western ports to Albany and the Hudson River boats, or to New York or the West by rail.

Lake Champlain is one of the most beautiful lakes in the world, and a romantic history has been accumulating about it since the earliest days of North American civilization. The northern part of the lake almost completely bounds one entire county. Grand Isle, which, with the exception of the peninsula of Alburgh, consists of islands, of which the largest are Isle La Motte and North and South Hero. North Hero is the county-seat. These islands are very fertile, have the best of graveled roads everywhere, and form the favorite driving region for pleasure parties in this part of the State. They are connected with each other by bridges, and with the Vermont mainland by a bridge between South Hero and West Milton, while boats go back and forth from all points. South Hero has an iodine spring, and Providence Island, at its southern extremity, is a well-equipped picnic resort. Isle La Motte is one of the most beautiful and has a train-ferry

to Rouse's Point, N. Y. Cedar Beach, Mallett's Bay, the Lake View House and Maquam Bay are among the best known lake resorts on the Vermont shore, which is everywhere visited in summer by city people who find a temporary and enjoyable residence in some village or farm house.

Stages from Burlington to Mallett Bay, Hinesborough and Grand Isle, daily.

**Railroads** radiate from Burlington thus:

1. South to Rutland, etc. Route 43
2. East to Montpelier, Boston and the White Mountains. See above.
3. Northeast to Cambridge. This, the Burlington & Lamoille Valley Division of the Central Vermont Rd., from Essex Junction, ascends the Lamoille River through a lumbering and farming district, close along the base of the mountains, but allowing glimpses westward across the open Champlain Valley. Underhill, at the foot of Mt. Mansfield, is a considerable summer resort. Cambridge and Jeffersonville, beyond, have hotels and boarding houses; and from the latter a new trail ascends Mt. Mansfield, as already stated. The line terminates at Cambridge Junction, where it joins the Ogdensburg & Lake Champlain Rd. (Route 39). Stages run from Essex Center to Westford and Brockside; Jericho to Jericho Center and Nashville; Underhill to Underhill Center; Cambridge to Binghamsville, Fletcher and Pleasant Valley; Cambridge Junction to Belvedere, East Cambridge and Waterville.
4. To the north. See below.

**From Burlington to St. Albans**, the train returns to Essex Junction, a thriving town, and there turns north along the highlands some miles back from the lake. Not only are there fine views of the Green Mountains, especially Mansfield, but westward Lake Champlain and the Adirondacks are often displayed. The view from near Colchester over Mallett's Bay and islands is one of the loveliest in the world. Milton, the next station, is of growing importance as a summer resort; and is nine miles from Camp Watson, a shore-resort. The "great falls" of the Lamoille River are near here; and that river is soon crossed upon a very high bridge. Georgia, under Rattlesnake Hill, is a lively village, with stages to Beaver, Buck Hollow and Fairfax,—the last a favorite locality among anglers. North Georgia, next, is

the station for stages to West Georgia, Georgia Center and Plains, Miltonboro and North Fairfax. A few moments more of riding through charming scenes brings us to

**St. Albans.**—This is the commercial center of northern Vermont and a very attractive town. It stands  $2\frac{1}{2}$  miles back from the lake shore, in the midst of a farming country, where nearly every house entertains city guests. The town, which occupies a gentle slope, was devastated by the conflagration in 1895 that swept away a large part of its business buildings between the railroad station (headquarters of the Central Vermont Company) and Main Street, but this is being rapidly built. In the center of the town is a park, containing a very handsome illuminated fountain; and having along its upper side the Court House (of Franklin County), the High School, and the Unitarian, Methodist and Episcopal churches. The best streets are east and north of this, and are so shady, neat, and well built as to give an extraordinarily prosperous and park-like appearance to the city. This region was an especial favorite of Henry Ward Beecher, who declared he had seen nothing in America to equal it for beauty of scenery. At St. Albans Bay,  $2\frac{1}{2}$  miles distant, is a lake-port and steamer-landing. The Lake View House, 6 miles below town, is a summer resort of good repute. Stages reach these shore-points, St. Albans Hill and Fairfield.

Besides the extensive car building and repairing shops of the Central Vermont Rd. here, there is a large factory of overalls, canvas clothing, football suits, etc.; and a creamery, said to be among the largest in the country and capable of making 25,000 pounds of butter a day; also a number of small industries. The neighborhood has several well-known stock farms.

Railroads run from St. Albans thus:

1. Southward, to Burlington, Rutland, Boston, etc. See above.
2. Northeast to Richford. This is the Missiquoi Valley Division of the Central Vermont. Green and Sheldon Springs are local health-resorts at mineral springs.

Missiquoi Spring is alkaline and tasteless; Sheldon Spring contains soda and potash, with a large amount of silicic acid in solution; Central Spring (at Sheldon Village), salt with phosphoric acid. Vermont Spring, recommended for cancer and skin dis-

eases, is two miles from the Missiquoi; its waters, and those of some other springs, are extensively exported; and boarding houses are open to patients near each one.

The St. Johnsbury & Lake Champlain Rd. is intersected at Sheldon Junction (stage to Sheldon); North Sheldon and Franklin are stations for stages to the grazing villages of Franklin; and Enosburg Falls is a wide-awake village, with water-power and mills, whence stages run to several nearby villages subsisting largely by making maple sugar. From East Berkshire stages run to Montgomery, a dairying village. Richford is a flourishing market and milling town on the Canada line, which has extensive transferring facilities, including the largest grain elevator in New England. It is also a station on the Canadian Pacific (Route 9), giving direct communication to Montreal and eastward (31 miles) to Newport (Lake Memphremagog, Route 9) and the Passumpsic valley. Jay Peak, in the southeastern corner of this town, is over 4,000 feet high; stages, twice a day, to East Franklin and West Berkshire.

**4. St. Albans to Rouse's Point and West.**—The Ogdensburg Division of the Maine Central follows the lake shore north, turns west at Swanton Junction, and crosses the narrows to Rouse's Point, N. Y., where it intersects the Delaware & Hudson and then continues west to Ogdensburg and the St. Lawrence and Adirondack districts. This gives easy access to several places of summer interest along the northern shores and islands of Lake Champlain, such as Maquam Bay, Alburgh Springs, etc., already spoken of. Stages run from Alburgh Springs to Alburgh Center, Isle La Motte, La Grange and North Hero.

**5. Main Line Continued: St. Albans to Montreal.**—Six miles north of St. Albans the St. Johnsbury & Lake Champlain Rd. is crossed at Swanton Junction, near which is Swanton, a pleasant agricultural village having a pretty park and large soldiers' monument, built of marble taken from the varied quarries of the neighborhood. Just beyond is Highgate Springs (soda compounds), which has been a resort for thirty years or more and is growing in favor. It has several hotels by a lake excellent for boating. Highgate Center (or Falls) is a village with water-power on the Missiquoi River near by, and has an

alkaline spring and summer boarding houses. John G. Saxe, the witty poet, was born in this town. This is the last station in Vermont, the railroad now passing into the Province of Quebec, and running through French farming villages to St. Johns, on the Richelieu River, where the trains pass over the tracks of the Grand Trunk Ry. (Route 38) to Montreal (Bonaventure station).

**Route 43.—Boston to Bellows Falls, Rutland and Burlington, Vt.**

This route may begin by either of two lines converging at Keene, N. H.

(1) The Boston & Maine Rd. via Lowell, Nashua and Hancock Junction to Keene (Route 41).

(2) The Fitchburg Rd. through Fitchburg, South Ashburnham and Winchendon to Keene (Route 19).

For *Keene* and its railroad connections see Route 19.

Westward from *Keene* the Fitchburg Rd. is followed to *Bellows Falls*, Vt. For this part of the route, see Route 19; and for *Bellows Falls* see Route 9.

From *Bellows Falls*, the Rutland Rd. extends northwest up the valley of Williams River. Chester is a favorite village with summer visitors and has stages to Andover (6 miles), Weston (12 miles), Windham (10 miles), Grafton and Londonderry (15 miles; see Route 9). From Gassetts, stages run to Baltimore and to Springfield (7 miles; see Route 9). Proctorsville (stage to Amsden) and Cavendish (stage to Amsden) are stations in the charming Black River valley, where several city families of wealth have made fine country seats, and where there are valuable quarries of serpentine marble used in the best architectural decoration. Ludlow is an attractive village, whence a daily stage runs up Black River valley to Plymouth and over the divide through Bridgewater to Woodstock (Route 9). The ascent of the Green Mountain divide now begins, and the stations Mt. Holly (stage to Mechanicsville), East Wallingford and Cuttingsville (stage northward to Shrewsbury and Cold River) are in the midst of highly romantic scenery, each with a list of glens, ice-caves, cascades, etc., to show the many visitors who spend the summer in these elevated and healthful towns. Steep grades carry the trains

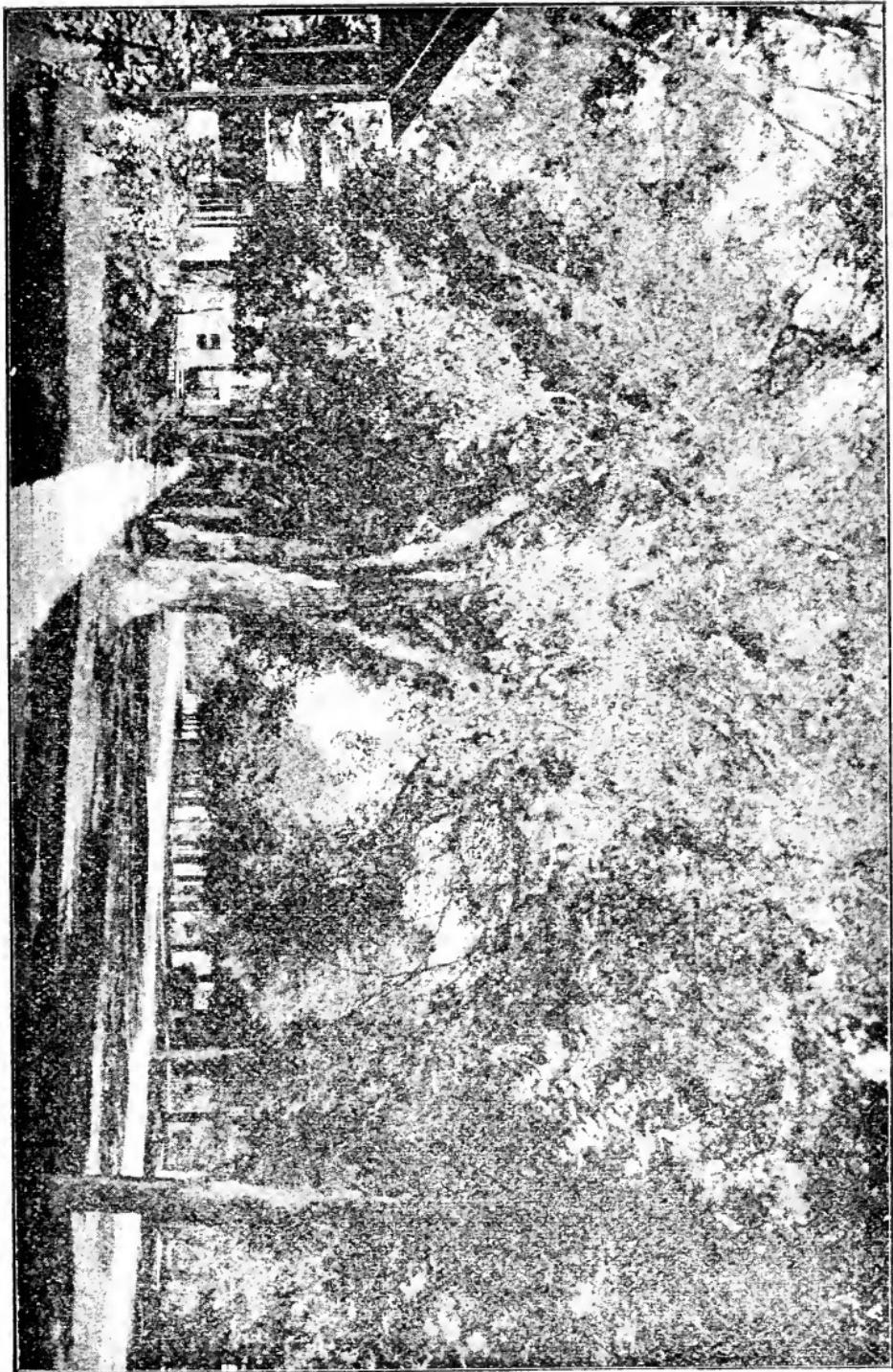
down the western slope, and along Mill River through the Clar-endons (mineral springs and sanitarium) to

**Rutland.**—This is one of the largest and busiest, but least attractive towns of the State, being merely a center for railroads, the marble-quarrying industry and manufacturing. A twenty-minutes round trip on the "belt line" of electric cars will disclose all the town has to show to the casual sight-seer. The great Howe Scale Works is the most important industry outside of the vast quarries and cutting-works of white marble, which sustain the greater part of the community. The latter are north and west of the city, and are reached by a line of electric cars. Stages run to Stockbridge and Woodstock, the latter via

*Killington Peak.* This fine mountain is 9 miles east of Rutland by daily stage. "The road traverses the lofty and sterile town of Mendon. From the peak (4,380 ft. high) a magnificent view is gained over S. Vermont, Lake Champlain, Ascutney, Mansfield, the White Mts., and the nearer Pico and Shrewsbury, besides scores of white villages and azure lakes. The hotel was opened in 1879, and is visited by thousands of guests, from all parts of the Union. It is 3 miles by an easy road from the base, and a flight of stone steps leads to the rocky summit, 300 feet above. This locality is a point of total exemption from hay-fever and malaria; and the pure waters of two adjacent springs are said to relieve dyspepsia and rheumatism."—Sweetser.

*Railroads* radiate from Rutland as follows:

1. Southeast to Bellows Falls, etc. See above.
2. South to Bennington, Hoosick Junction, Troy, etc. This is the main line of the Rutland Rd., whose head offices are in this city. The line passes up the pretty valley of Otter Creek, along the eastern base of West Mountain, through Wallingford and South Wallingford, where the landscape broadens westward, but is closed eastward by the close hills of the Green Mountain range, with the villages of Danby and Mt. Tabor on their slopes. This is a rich and fertile region, with big white farmhouses and bigger red barns, overshadowed by rugged wooded hills. Near Dorset begin the great marble quarries and marble-sawing shops of the Taconic range (westward), of which the highest peak, Mt. Aeolus, is west of Danby station. A ruder and more picturesque region follows, where the road crosses over to the head of the southward flowing Batten Kill, and descends to Manchester.

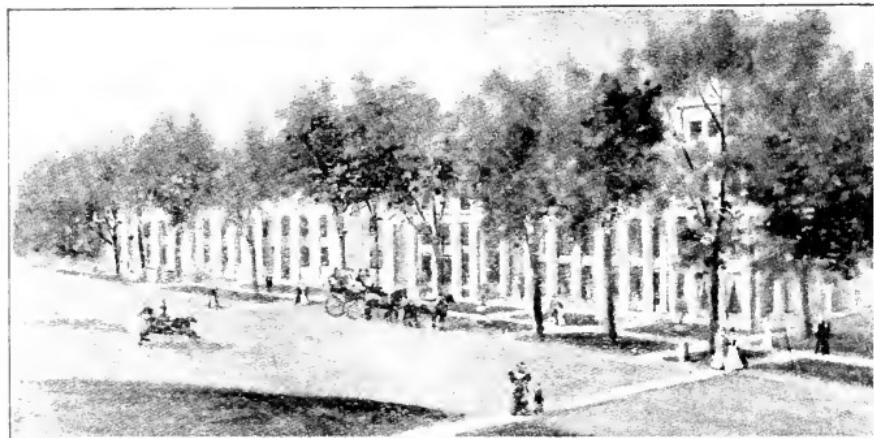


MANCHESTER, VERMONT.

# Equinox House

MANCHESTER, VERMONT.

F. H. ORVIS.



1897 FORTY - FIFTH SEASON 1897  
Opens June 16th.

---

## A Summer Resort

---

Six Hours from New York  
via N. Y. C. & H. R. R. R.

Dogs not taken.

Manchester is a long-established resort, 1,000 feet above the sea and in the midst of the hills about the foot of Mt. Equinox (altitude, 3,872 feet). It is a delightful village, with churches, a public library, and boarding houses, besides the large and fashionable Equinox House, a short distance from the station. This was the gathering place of the Revolutionary volunteers, in 1777, to march against Burgoyne at Saratoga; and the scenes of Thompson's romances, "The Green Mountain Boys" and "The Rangers," are laid in this region. Mount Equinox can be ascended by pedestrians straight up its face, or in wagons or horseback by the "Notch" road. Downer Glen is a gorge in the Green Mountains, just wide enough for a narrow woodland track and a headstrong, tumbling trout-brook, whose course is broken by seven of the most picturesque cascades. The drives around the mountain, through Sandgate, along the Green River Valley, and elsewhere, are very fine; and coaching parties frequently come hither from various cities. Golf links and other means of outdoor amusement are provided; and the village has a fine public library open to visitors. Stages run daily to Pawlet (summer hotels) on the Delaware & Hudson Rd., and to other villages.

The Equinox Spring is situated on Equinox Mountain, about 1,500 feet above the village, and its water has long been noted for purity and softness, and has proved highly beneficial to persons suffering from various ailments. It is bottled and sold far and near.

A pleasant country lies below Manchester about Arlington, near which is the remarkable cleft in the rocks known as Sandgate Notch, on the stage-road to Sandgate. The stations Shaftsbury and South Shaftsbury are followed by Bennington Junction (change for Old Bennington,—Route 15,—3 miles southeast). The train here turns west to Hoosick Junction, and follows the Fitchburg Rd. tracks to Troy, N. Y. This is the route of the Central Vermont's through cars between New York and Montreal; see Route 44.

3. West to Whitehall, N. Y., and connections with the Delaware & Hudson Canal Company's lines. See Route 44.

This line runs past the great marble works of West Rutland, and through the still more extensive slate quarries about Castleton, where hundreds of men are engaged in making mantels, slate pencils, and many other things of that stone.

Hubbardton, 7 miles north of Castleton, and reached by a stage road along the west shore of Lake Bomaseen (marble quarries and mills), was the site of a Revolutionary fight (July 7, 1777) in which 324 Patriots were slain after heroic resistance to the British under Frazer and Riedesel. The British having driven the Americans from the field left the dead unburied; and it was not until 7 years later that the bones were gathered and interred

beneath the present small monument. From Castleton the White-hall Line continues west through Fairhaven; another line turns south along the edge of the State to Eagle Bridge on the Fitchburg Rd. (Route 19). This passes through Poultney, a historic township next south of Castleton, where Horace Greeley and Jared Sparks were 'prentice boys, and there is a large girls' school. Just south is St. Catherine's Lake, the source of the Metawee River, and a famous local excursion point, where once stood a Roman Catholic mission to the Indians. Stages run from Poultney to several near villages, all of which are filled in summer with city people.

4. Northward to Burlington, etc. See below.

**Rutland to Burlington.**—The Central Vermont Rd. passes north from the city through marble cutting suburbs, but not in sight of any of the interesting quarries. Proctor, the center of the marble quarrying, was formerly the lovely village of Sutherland Falls; its name was changed out of deference to ex-Secretary Redfield Proctor, who lives here. Otter Creek, near by, is a romantic stream, with a waterfall 122 feet high; and along its banks every farmhouse has summer guests. Looking back from above Proctor exceedingly fine views are obtained of Killington and Pico peaks and other finely sculptured mountains in the southeast. Brandon is a center of summer pleasure-taking, being the stage station for Salisbury, Sudbury, Forestdale and Leicester Corners—hospitable hill-villages; and has some particularly attractive streets and environs. Next north is Leicester Junction, whence a branch line runs west through Orwell and Shoreham to Larrabee's Point,—resorts on the shore of Lake Champlain,—where the railroad crosses to Ticonderoga, N. Y. East of Leicester Junction lies Lake Dunmore, celebrated in history, and frequented now by summer travelers. The next important station northward is Middlebury, a large town near the base of the easily ascended and far-viewing Chipman Hill. It has Middlebury College (with large stone buildings) and marble quarries. Stages run from here to Weybridge, Bridport, Chimney Point and other points near the lake frequented by summer visitors. From New Haven Junction a branch-line goes east, six miles, to Bristol—an elevated village, whence stages run through the hills to Montpelier. The next station is *Vergennes*. This is an old and historic city (incorporated by Ethan Allen in 1788), and is near the

mouth of Otter Creek. This is navigable, and steamboats come here from all the lake ports. Stages run to Panton, Addison and Chimney Point. The scenery is exceedingly interesting as the train proceeds through the lakeside towns of Ferrisburgh, Charlotte and Shelburne to *Burlington*. For this city and connections northward see Route 42.

#### Route 44.—New York to Lake Champlain.

Several routes may be chosen between New York and Lake Champlain:

- (1) By way of New Haven, Springfield and the Connecticut Valley (Route 9) to Rutland or Burlington, etc.
- (2) By way of New London (Routes 5 or 6) and the Central Vermont Rd. (Route 10) to Rutland, Burlington, etc.
- (3) By the Harlem Rd. to Chatham and Lebanon Springs Rd. to Bennington (Route 15), thence by the Rutland & Central Vermont Rds. (Route 43 and 42) along the eastern shore.
- (4) By the Hudson River Rd. to Troy, and thence northward, as below.
- (5) By the Hudson River steamboats (three lines) to Albany or Troy, and thence northward, as below.
- (6) By the West Shore Rd. to Albany and northward as below.

**From Troy, N. Y.**, the Fitchburg Rd. to Eagle Bridge \*and the Delaware & Hudson Rd. north to Rutland; or the Fitchburg Rd. to Hoosick Junction and the Rutland Rd. northward, give two lines to Rutland, Burlington, etc., as in Route 43; the latter is the customary line, and the one followed by the through service over the Central Vermont between New York and Montreal.

**From Albany, N. Y.**, the Delaware & Hudson Canal Company's railroads extend northward through *Troy* and *Saratoga Springs* to *Whitehall*, N. Y., where a line turns directly west (Route 43) to Rutland, Vt. The main line continues northward to Ticonderoga, on Lake Champlain. Another line extends from Fort Edward to the southern end of Lake George, where steamers can be taken down Lake George to Ticonderoga. At Ticonderoga the Lake Champlain steamers can be taken to Burlington, and all points on the lake (Route 42); or continuing along this highly picturesque and interesting railway, which closely skirts the pre-

cipitous western border of the lake, steamers may be taken at Port Henry (Crown Point, nearly opposite Vergennes, Vt.), Port Kent (one of the principal entrances to the Adirondacks), Plattsburg (where is the magnificent Hotel Champlain), or Rouse's Point, where the Ogdensburg & Lake Champlain Rd. (Route 39) is crossed, and connection may be made with trains for the White Mountains and Maine Coast.

This is the route of the Delaware & Hudson Company's through service between New York and Montreal; and the steamboat journey up the Hudson, along the length of Lake George and across Lake Champlain, made possible by it, is one of the prizes of American travel.

ALPHABETICAL LIST  
OF  
Principal Cities and Hotels  
IN THE  
NEW ENGLAND STATES.

AMESBURY, MASS.—  
American House, \$2.50 to \$3.  
ANDOVER, MASS.—  
Mansion House, \$2.50 to \$3.50.  
ANSONIA, CONN.—  
Arlington, \$2.50.  
ATHOL, MASS.—  
Pequog House, \$2.50 to \$3.50.  
AUBURN, MAINE—  
Elm House, \$2.  
AUGUSTA, MAINE—  
Augusta House, \$2 to \$2.50.  
Hotel North, \$2.  
BANGOR, MAINE—  
Bangor House, \$2.50 to \$3.  
Bangor Exchange, \$2 to \$2.50.  
Penobscot Exchange, \$2 to \$2.50.  
BAR HARBOR, MAINE—  
Malvern, \$5. See adv. opp. page 191.  
Louisburg, \$3.50 to \$4.  
West End, \$3.50 to \$4.  
Rodick House (Closed).  
St. Sauveur, \$3 to \$3.50.  
Lynam's, \$2.50.  
Porcupine (Eur.).  
Belmont, \$2.50.  
Marlborough, \$2.50.  
Newport, \$2.50.  
BATH, MAINE—  
Phoenix, \$2.50.  
BELFAST, MAINE—  
Windsor, \$2.  
BELLOWS FALLS, VT.—  
Towne's Hotel, \$2.50 to \$3.  
BENNINGTON, VT.—  
Putnam House, \$2 to \$3.50.  
Walloomsac, \$2.50.

BETHLEHEM, N. H.—  
Sinclair House, \$3.50 to \$4.  
Maplewood, \$4.  
Uplands, \$2.50 to \$3.  
Strawberry Hill, \$2 to \$2.50.  
Altamont, \$3.  
Howard House, \$2 to \$2.50.  
Highland House, \$3.  
Turner House, \$2 to \$2.50.  
BIDDEFORD, MAINE—  
Hotel Thacher, \$2 to \$2.50.  
BLOCK ISLAND, R. I.—  
Ocean View, \$3.50 to \$5.  
Nanissees, \$3 to \$3.50.  
BOSTON, MASS.—  
The Vendome, \$5.  
Copley Square, \$3.50 to \$5. See adv. opp. page 129.  
American House (Eur.). See adv. opp. page 113.  
The Brunswick, \$5.  
United States, \$2.50 to \$3.50.  
Savoy (Eur.).  
BRANDON, VT.—  
Hotel Brandon, \$2.50.  
BATTLEBORO, VT.—  
Brooks House, \$2.50 to \$3.  
BREEZY POINT, N. H.—  
Moosilauke, \$3.  
BRIDGEPORT, CONN.—  
Atlantic House, \$2.50.  
Windsor Hotel, \$2.50.  
BRISTOL, CONN.—  
Bristol House, \$2.50.  
DeWolf Inn.  
BROCKTON, MASS.—  
Metropolitan Hotel, \$2.50 to \$3.  
BRUNSWICK, MAINE—  
Tontine Hotel, \$2 to \$2.50.

## BURLINGTON, VT.—

The Van Ness House, \$2.50 to \$3.50.  
Hotel Burlington, \$2 to \$3.50.

## CAMDEN, MAINE—

Mountain View House, \$2 to \$3.  
Bay View, \$2.50.

## CARROLL, N. H.—

Crawford House, \$4.50.  
Fabyan, \$4.50.  
Twin Mountain House, \$3 to \$4.  
White Mountain House, \$2.50 to \$3.  
Mount Pleasant House, \$3.50 to \$4.50.

## CENTRE HARBOR, N. H.—

Senter House, \$4 to \$4.50. See adv.  
opp. page 227.

## CLAREMONT, N. H.—

Hotel Claremont, \$2 to \$2.50.

## CLINTON, MASS.—

Clinton House, \$2.50.

## CONCORD, N. H.—

New Eagle Hotel, \$2.50 to \$4.

## COTTAGE CITY, MASS.—

Pawnee House, \$3 to \$3.50.  
Island House, \$2.50 to \$3.  
Naumkeag Hotel, \$2.50 to \$3.50.

## DANBURY, CONN.—

Turner House, \$2.50.

## DENNIS, MASS.—

Nobscussett, \$3 to \$4.

## DEXTER, MAINE—

Exchange, \$2 to \$2.50.

## DOVER, MAINE—

Blethen House, \$2.

## FALL RIVER, MASS.—

Mellen House, \$3 to \$4.

## FITCHBURG, MASS.—

Fitchburg Hotel, \$2.50.  
American House, \$2.50.

## FRANCONIA, N. H.—

Francinia Inn, \$3.

Forest Hill Hotel, \$3.50.

## FRANCONIA NOTCH, N. H.—

Profile House, \$4.50 to \$5. See adv.  
opp. page 221.

Flume House, \$3.50 to \$4.

## GARDNER, MAINE—

Johnson House, \$2.

## GARDINER, MASS.—

Windsor Hotel, \$2.50 to \$3.

## GLOUCESTER, MASS.—

Hawthorne Inn, \$3 to \$5.

## GORHAM, N. H.—

Alpine, \$2.50.

## GREAT BARRINGTON, MASS.—

Berkshire Inn, \$2.50 to \$4. See  
adv. page.

## GREENFIELD, MASS.—

Mansion House, \$3 to \$4. See adv.  
opp. page 79.

## GREENVILLE, MAINE—

Lake House, \$2.50.  
Moosehead Inn, \$2.50.

## GREENWICH, CONN.—

Sellick Hotel (Rocky Point), \$3 to \$4.  
Kent House, \$5.

## HARTFORD, CONN.—

Allyn House, \$3 to \$4.  
Heublein (Eur.).  
The Hartford, \$3 to \$3.50.  
United States, \$2.50 to \$3.50.  
The Capital, \$2.50 to \$3.

## HAVERHILL, MASS.—

Hotel Webster, \$2.50 to \$3.

## HOLYOKE, MASS.—

Hotel Hamilton, \$2.50 to \$3.  
Windsor Hotel, \$2 to \$2.50.

## JACKSON, N. H.—

Wentworth Hall, \$4.50 to \$7.  
Iron Mountain House, \$3 to \$4. See  
adv. page 270.

## JAMESTOWN, R. I.—

Bay View Hotel, \$3 to \$3.50.

## JEFFERSON, N. H.—

Waumbek, \$4.  
Jefferson Hill House, \$2.50 to \$3.50.  
Plaisted House, \$2.50.

## KEENE, N. H.—

Cheshire House, \$2.50.

## KENNEBUNK BEACH, MAINE—

The Ridgewood, \$2.50 to \$3.

## KENNEBUNKPORT, MAINE—

Ocean Bluffs, \$3.50 to \$4.

## KINGSTON, R. I.—

Atwood House, \$2 to \$3.

## LANCASTER, N. H.—

Lancaster House, \$2.50.

## LAWRENCE, MASS.—

Franklin Hotel, \$2.50 to \$3.50.

## LENOX, MASS.—

Curtis House, \$3 to \$5.

## LEWISTON, MAINE—

Atwood House, \$2.

## LISBON, N. H.—

Breezy Hill House, \$3.

Brigham's Hotel, \$2.

## LITCHFIELD, CONN.—

Hawk-hurst, \$3 to \$4.

## LITTLETON, N. H.—

Chiswick Inn \$3 to \$4.

Thayer's Hotel, \$2 to \$3.

## LOWELL, MASS.—

Merrimack House, \$2.50 to \$3.

American House, \$2.50 to \$3.

## MAGNOLIA, MASS.—

Ocean Side, \$3.50 to \$4.

Hesperus, \$3.50 to \$4. See adv. page.

Blynnman, \$2.50 to \$3.50.

Magnolia, \$3.50 to \$4.

- MANCHESTER, N. H.—**  
 Manchester House, \$2.50 to \$3.50.  
 See adv. opp. page 251.  
 City Hotel, \$2.
- MANCHESTER, VT.—**  
 Equinox House, \$4. See adv. opp. page 251.
- MARBLEHEAD, MASS.—**  
 Manepashemet Hotel, \$3 to \$6.
- MERIDEN, CONN.—**  
 Winthrop House, \$3 to \$4.
- MIDDLETOWN, CONN.—**  
 Hotel Chaffee, \$2.50 to \$3.
- MONTPELIER, VT.—**  
 Pavilion Hotel, \$2.50.
- MOOSEHEAD LAKE, MAINE—**  
 Mt. Kineo House, \$3.50 to \$5. See adv. page 2.
- MOUNT WASHINGTON, N. H.—**  
 Summit House, \$5.
- NAHANT, MASS.—**  
 Hotel Tudor, \$3.50 to \$5.
- NANTUCKET, MASS.—**  
 Springfield House, \$2.50 to \$3.50.  
 Nantucket, \$3 to \$3.50.  
 Sherburne, \$2.50 to \$3.
- NASHUA, N. H.—**  
 Laton House, \$2 to \$3.
- NARRAGANSETT PIER, R. I.—**  
 Matthewson, \$4 to \$5. See adv. opp. page 9.  
 Rockingham, \$4 to \$5.  
 Green's Inn, \$3.50 to \$4.50.  
 Revere House, \$3.50.  
 Atwood Hotel, \$3 to \$4.  
 Hotel Gladstone, \$3.
- NEW BEDFORD, MASS.—**  
 Parker House, \$2.50 to \$3.
- NEW BRITAIN, CONN.—**  
 Hotel Ruswin, \$2.50 to \$3.50.
- NEWCASTLE, N. H.—**  
 The Wentworth, \$4.50.
- NEW HAVEN, CONN.—**  
 New Haven House, \$4 to \$5.  
 Hotel Majestic, \$3.50 to \$4.  
 Tremont, \$2.
- NEW LONDON, CONN.—**  
 Mohegan, \$3 to \$5.  
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 Fort Griswold Hotel, \$3.50 to \$4.50.  
 Pequot House, \$3.
- NEWPORT, R. I.—**  
 Ocean House, \$4 to \$5.  
 Aquidnick, \$3 to \$3.50.  
 Cliffs, \$4 to \$4.50.  
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 Richmond House, \$2 to \$2.50.
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 Kearsarge Hotel, \$3 to \$3.50.  
 Sunset Pavilion, \$3.  
 North Conway House, \$2.  
 Ridge, \$2.50.
- NORTHEAST HARBOR, MAINE—**  
 Rock End Hotel, \$2.50 to \$4. See adv. opp. page 153.  
 Kimball House, \$3 to \$4.
- NORTHAMPTON, MASS.—**  
 Mansion House, \$2.50.  
 Norwood, \$2.50 to \$3.50.
- NORTH WOODSTOCK, N. H.—**  
 Deer Park Hotel, \$3.50 to \$4.
- NORWALK, CONN.—**  
 Norwalk House, \$2.50.
- NORWICH, CONN.—**  
 Wauregan House, \$2.50 to \$3.
- OLD ORCHARD BEACH, MAINE—**  
 Old Orchard House, \$4 to \$5. See adv. page.  
 Seashore House, \$3 to \$4. See adv. page 277.  
 Hotel Everett, \$2.50 to \$3.  
 Aldine, \$2.50 to \$3.  
 Lawrence House, \$2.50.  
 Hotel Fiske, \$2.50.
- PAWTUCKET, R. I.—**  
 Benedict House, \$2.50 to \$3.50.
- PITTSFIELD, MAINE—**  
 Lancey House, \$2.50.
- PITTSFIELD, MASS.—**  
 American House, \$3 to \$3.50.  
 Maplewood, \$3 to \$3.50.
- PLYMOUTH, MASS.—**  
 Hotel Pilgrim, \$3 to \$3.50.  
 Samoset, \$2.50 to \$3.  
 Plymouth Rock House, \$2.50.
- PLYMOUTH, N. H.—**  
 Pemigewasset, \$3.
- PORTLAND, MAINE—**  
 Preble House, \$3 to \$4. See adv. page.  
 Falmouth House, \$2 to \$3.  
 West End, \$2 to \$3.
- PORTSMOUTH, N. H.—**  
 Rockingham, \$4 to \$5.  
 Kearsarge House, \$2.50 to \$3.50.
- PROVIDENCE, R. I.—**  
 Narragansett Hotel, \$3 to \$5.  
 Hotel Dorrance (Eur.).  
 City Hotel, \$2 to \$2.50.
- RIDGEFIELD, CONN.—**  
 Ridgefield Inn, \$2.50 to \$3.

- ROCKLAND, MAINE.—**  
Bay Point Hotel, \$3.50 to \$5. See adv page 269.  
St. Nicholas (Eur.).  
Lindsey House, \$2.
- ROCKPORT, MASS.—**  
Turks Head Inn, \$4.
- RUTLAND, VT.—**  
The Berwick, \$2.50 to \$4.  
Bardwell House, \$2 to \$2.50.
- RYE BEACH, N. H.—**  
The Farragut House, \$4.  
Sea View Hotel, \$3.50 to \$4.
- SACO, MAINE—**  
Saco House, \$2.
- ST. ALBANS, VT.—**  
Welden House, \$2.50 to \$3.50.
- ST. JOHNSBURY, VT.—**  
St. Johnsbury House, \$2.50 to \$3.
- SAYBROOK, CONN.—**  
Fenwick Hall.  
Seashore House.  
Pease House.
- SCARBORO BEACH, MAINE—**  
Atlantic House, \$2.50 to \$3.  
Kirkwood, \$2.50.
- SHARON, MASS.—**  
Massapoag Lake House, \$3 to \$4.
- SKOWHEGAN, MAINE—**  
Hotel Heselton, \$2 to \$2.50.  
Hotel Coburn, \$2 to \$2.50.
- SORRENTO, MAINE—**  
Hotel Sorrento, \$3 to \$5.
- SOUTHBRIDGE, MASS.—**  
Dresser House, \$2.50 to \$3.
- SOUTH DUXBURY, MASS.—**  
Miles Standish House, \$3 to \$3.50.  
See adv. opp page 139.
- SOUTH NORWALK, CONN.—**  
Mahackemo Hotel, \$2.50 to \$3.  
City Hotel, \$2.50.
- SOUTH POLAND, MAINE—**  
Poland Springs House, \$4 to \$5.
- SOUTHWEST HARBOR, MAINE—**  
Island House, \$2.  
Seawall House, \$2.
- SOUTH WILLIAMSTOWN, MASS.—**  
The Idlewild, \$3 to \$3.50. See adv. page 278.
- SPRINGFIELD, MASS.—**  
The Massasoit House, \$3 to \$4. See adv. page 281.  
The Worthy (Eur.).  
Cooley's Hotel, \$2.50 to \$3.  
Haynes, \$2.50 to \$3.  
Hotel Russell, \$2.50.
- STAMFORD, CONN.—**  
Stamford House, \$2.
- STOCKBRIDGE, MASS.—**  
Red Line Inn, \$3 to \$4. See adv. page 276.
- SUGAR HILL, N. H.—**  
Sunset Hill House, \$3 to \$3.50.  
Hotel Look-off, \$3.50.  
Phillips House, \$2.50.
- TAUNTON, MASS.—**  
City Hotel, \$2.50.
- WATCH HILL, R. I.—**  
Watch Hill House, \$4.
- WATERBURY, CONN.—**  
Franklin Hotel, \$2.50 to \$3.50.
- WATERFORD, CONN.—**  
Oswegatchie House, \$3 to \$4.
- WATERVILLE, MAINE—**  
Elmwood Hotel, \$2.50.
- WEIRS, N. H.—**  
Hotel Sandborn, \$3.
- WESTERLY, R. I.—**  
Dixon House, \$2.50 to \$3.50.
- WESTFIELD, MASS.—**  
Park Square Hotel, \$2.50.
- WEST RANDOLPH, VT.—**  
Red Lion Inn, \$2.50 to \$3.
- WHITEFIELD, N. H.—**  
Mountain View House, \$2 to \$2.50.
- WHITE RIVER JUNCTION, VT.—**  
Junction House, \$2 to \$2.50.
- WILLIAMSTOWN, MASS.—**  
The Greylock, \$4. See adv. opp. page 99.
- WILLIMANTIC, CONN.—**  
Hooker House, \$2.50 to \$3.  
Hotel Windham, \$2 to \$2.50.
- WINSTED, CONN.—**  
Beardsley House, \$2.50 to \$3.50.
- WOLFBORO, N. H.—**  
Kingswood Inn, \$3.
- WOODSTOCK, VT.—**  
Woodstock Inn, \$4.
- WOONSOCKET, R. I.—**  
St. James Hotel, \$2.50 to \$3.
- WORCESTER, MASS.—**  
Bay State House, \$3 to \$4.  
Lincoln House, \$2.50 to \$3.50.
- YORK BEACH, MAINE—**  
Ocean House, \$2 to \$3.
- YORK HARBOR, MAINE**
- Marshall House, \$2.50 to \$3.
  - Albracca, \$2.50 to \$3.50.
  - Young's Hotel, \$3 to \$3.50.

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# INDEX.

	PAGE		PAGE
<b>A</b>			
BBOTT VILLAGE, Me.	198, 208	Belfast, Me.	177, 179, 186
Ackworth, N. H.	237	Belgrade, Me.	183
Adams, Mass.	102	Bellows Falls, Vt.	249, 250
Adams, Me.	212	Belmont, N. H.	237
Adams, Vt.	245	Belvedere, Vt.	246
Addison, Vt.	253	Bemis, Me.	210, 211
Adirondack Mountains	223, 248, 254	Bemis, N. H.	216
Alburgh Springs, Vt.	248	Bennington, N. H.	232, 236
Alexandria, N. H.	239	Bennington, Vt.	103, 241, 250, 251, 253
Allen, Ethan	104, 240, 252	Benton, Me.	184
Allenstown, N. H.	25	Berlin, Conn.	54
Allyn's Point, Conn.	16	Berlin, Mass.	96
Alna, Me.	173	Berlin, N. H.	212, 223, 226
Alton Bay, N. H.	226, 227, 237	Bethel, Conn.	99
Ambejeus Lake, Me.	196	Bethel, Me.	211
Amesbury, Mass.	151	Bethel, Vt.	240
Amherst College, Mass.	89, 90, 95, 232	Bethlehem, N. H.	219, 220, 221, 222, 239
Andover, Mass.	155	Beverly, Mass.	146
Andover, Me.	21	Biddeford, Me.	154
Andover, N. H.	259	Billerica, Mass.	230
Annisquam, Mass.	149	Bingham, Me.	198, 207, 208
Ansonia, Conn.	97	Binghamville, Vt.	223, 246
Apponaug, R. I.	43	Birmingham, Conn.	23, 96, 97
Arlington, Mass.	228	Black Rock (Bridgeport) Conn.	23
Arlington, Vt.	251	Black Rocks (Newburyport) Mass.	159
Ashland, Me.	197	Blackstone, Mass.	51, 56
Ashland, N. H.	227, 237	Blackstone, William	50
Ashley Falls, Mass.	100	Block Island, N. Y.	6, 39
Athol, Mass.	67, 121	Blue Hill, Me.	177, 186, 192
Attleborough, Mass.	52, 53	Bolton, Vt.	242
Auburn, Mass.	19	Bondsville, Mass.	95
Auburn, Me.	181	Booth Bay	168, 173
Auburn, N. H.	234	Boston, Mass.	111, 139
Augusta, Me.	139, 201, 203	Boston Corners, N. Y.	103
Ayer Junction, Mass.	115, 232	Botsford, Conn.	23
<b>B</b>		Bowdoin College	169
BAKERSFIELD, Vt.	223	Bowdoinham, Me.	201
Baldwinsville, Mass.	67, 120	Boyd Lake, Me.	195
Baltimore, Vt.	29	Bradford, Mass.	158
Bancroft, Me.	193	Bradford, N. H.	236
Bangor, Me.	177, 180, 184, 185, 192	B Bradford, Vt.	82
Bar Harbor, Me.	178, 186, 187	Braintree, Mass.	126, 133
Barnard, Vt.	240	Braintree, Vt.	240
Barnstable, Mass.	127	Branchville, Conn.	99
Barre, Vt.	240, 241	Brandon, Vt.	252
Bartlett, N. H.	216	Branford, Conn.	33
Bartlett's Tower, Tariffville	110	Brattleboro, Vt.	80, 91
Barton, Vt.	86	Brewer, Me.	186
Bath, Me.	172, 174	Brewster, Mass.	128
Bath, N. H.	222	Brewster's, N. Y.	103, 105
Bedford, Mass.	229	Bridgeport, Conn.	22, 96
Beecher Falls, Vt.	225	Bridgeport, Vt.	252
Belchertown, Mass.	89	Bridgeton, Me.	214

	PAGE		PAGE
Bridgewater, Mass.	127, 135	Chestnut Hills, Mass.	55
Bridgewater, Vt.	249	Chichester, N. H.	235
Bristol, N. H.	239	Chicopee, Mass.	73
Bristol, R. I.	52	Chimney Point, Vt.	252, 253
Bristol, Vt.	252	Clarendon, Vt.	250
Brocton, Mass.	126	Clermont, N. H.	81, 237
Brookfield, Mass.	67	Clinton, Mass.	115, 232
Brookfield, Vt.	240	Clinton Grove, N. H.	234
Brooklin, Me.	177	Cobalt, Mass.	54
Brooklyn, Conn.	18	Cobb's Falls, Manchester	233
Brookside, Vt.	246	Cohasset, Mass.	134
Brown University	47	Colby University	183
Brownville, Me.	195, 196	Colchester, Vt.	246
Brunswick, Me.	169, 181, 208	Coldbrook, Mass.	67, 95
Brunswick Springs, N. H.	224	Cold River, Vt.	249
Bryant's Pond, Me.	211	Colebrook, N. H.	224
Buckfield, Me.	210	Collinsville, Conn.	110
Buck Hollow, Vt.	246	Collinsville, Mass.	232
Bucksport, Me.	177, 179, 186	Conanicut Island	12, 43
Burlington, Vt.	222, 239, 242, 249, 252, 253	Concord, Mass.	117, 229
Burnham, Me.	175, 184	Concord, Me.	181
Burnside, Conn.	107	Concord, N. H.	235
Buttonwoods, R. I.	44	Connecticut Lakes, The	225
Buzzard's Bay, Mass.	127	Contoocook, N. H.	236
<b>C</b> ALAIS, Me.	194	Conway Junction, Me.	154, 160
Cambridge, Vt.	223, 246	Conway, Mass.	95
Cambridge Junction, Vt.	222, 246	Conway, N. H.	226
Camden, Me.	179	Cookshire Junction, Canada	225
Camel's Hump (Mountain), Vt.	242	Cornish, Me.	214
Campbell Hall, N. Y.	108	Cornish, N. H.	81
Campobello Island, N. B.	194	Cornwall Bridge, Conn.	100
Campton, N. H.	238	Corydon, N. H.	237
Camp Watson, Vt.	246	Cos Cob, Conn.	20
Canaan, Conn.	100	Costigan, Me.	192
Canaan, Vt.	213, 225	Cottage City, Mass.	129, 131
Candia, N. H.	234	Coveytree, Vt.	87
Cannons, Conn.	99	Crawford Notch (Station), N. H.	213, 216, 218
Canterbury, N. H.	237	Crompton, R. I.	108
Canton, Conn.	110	Cromwell, Conn.	35
Canton Junction, Mass.	53	Crowley's Junction, Me.	209
Cape Cod, Mass.	126	Crown Point, N. Y.	245, 254
Caribou, Me.	198	Crystal, Me.	197
Carrabassett, Me.	209	Cumberland Mills, Me.	213
Carratunk, Me.	208	Cuttingsville, Vt.	249
Carrigain Station, N. H.	217	Cuttynhunk (Island)	130
Casco Bay (Portland), Me.	166		
Castine, Me.	176, 177, 179, 185	<b>D</b> ALTON, Mass.	123
Castleton, Vt.	251, 252	Dalton, N. H.	222, 223
Cataumet, Mass.	130	Damariscotta, Me.	175
Cavendish, Vt.	249	Danbury, Conn.	100, 105
Cedar Beach, Vt.	246	Danbury, N. H.	239
Cedar Hill, Conn.	33	Danby, Vt.	250
Center Barnstead, N. H.	235	Danforth, Me.	193
Centre Harbor, N. H.	227, 237	Danielsonville, Conn.	18
Chapinville, Conn.	109	Danvers, Mass.	146, 155
Chappaqua, N. Y.	103	Danville, Vt.	222
Chatham, Mass.	128	Danville Junction, Me.	181, 211
Chatham, N. Y.	103, 124	Dartmouth College, N. H.	82
Chelmsford, Mass.	124	Daysville, Conn.	18
Chelsea, Vt.	240, 242	Dead River, Me.	209
Cheshire, Mass.	102	Dedham, Mass.	56
Chester, Mass.	123	Deerfield, Mass.	78
Chester, Vt.	249	Deering, Me.	169

	PAGE		PAGE
Deer Island (Portland), Me.	139	Farmington, Me.	209
Dennis, Mass.	128	Farmington, N. H.	226, 235
Derby, Conn.	23, 97	Ferrisburgh, Vt.	253
Detroit, Vt.	241	Fisher's Island	6, 41
Dighton, Mass.	14	Fishkill, N. Y.	104, 105
Dixfield, Me.	210	Fitchburg, Mass.	118, 232, 249
Dixfield Notch, N. H.	213, 224	Fletcher, Vt.	223, 246
Dorset, Vt.	250	Forest, Me.	193
Douglas, Mass.	56	Forestdale, Vt.	252
Dover, Me.	198	Fort Adams, (Newport)	11
Dover, N. H.	153, 160, 225	Fort Edward, N. Y.	253
Downer Landing, Mass.	134	Fort Ethan Allen (Burlington), Vt.	215
Dublin, N. H.	232	Fort Griswold (New London)	38
Dudswell Junction, Canada	225	Fort Halifax, Me.	183
Dunstable, Conn.	115	Fort Kent, Me.	197
Dunstable, Mass.	124, 230	Fort Point, Me.	179
Durham, N. H.	226	Fort William Henry, N. Y.	174
Dutchess Junction, N. Y.	104	Foxborough, Mass.	53
Duxbury, Mass.	134	Foxcroft, Me.	198
<b>EAGLE BRIDGE, N. Y.</b>	<b>123, 252</b>	Franconia (Notch), N. H.	220, 222, 238
Eagleville, Conn.	89	Franklin, Mass.	56
East Bellerica, Mass.	228	Franklin, N. H.	239
East Berkshire, Vt.	248	Franklin, Vt.	248
East Cambridge, Vt.	246	Frederickton Junction, N. B.	194
East Canaan, Conn.	169	Fryeburg, Me.	214
East Fletcher, Vt.	223	<b>GARDINER, Me.</b>	202
East Franklin, Vt.	248	Gardner, Mass.	120
Eastham, Mass.	128	Gassetts, Vt.	249
Easthampton, Mass.	55, 94	Georgia, Vt.	246, 247
East Harrisville, N. H.	232	Gilbertville, Mass.	67
East Haven, Conn.	33	Gilbertville, Me.	210
Eastport, Me.	138, 192, 194	Gilead, Me.	212
East Thompson, Conn.	53	Gilmanton, N. H.	235, 237
East Wallingford, Vt.	219	Glastonbury, Conn.	35
Eaton, Me.	193	Glen House, N. H.	223
Ebenee Pond, Me.	195	Glen Station, N. H.	215
Echo Lake (Profile), N. H.	221	Glocester, Mass.	148
Eden, Vt.	222	Goffstown, N. H.	234
Edgartown, Mass.	131	Gordon's, Grand Isle, Vt.	245
Eggemoggin Reach, Me.	177	Gorham, N. H.	212, 223
Elliott, Me.	154	Goshen, Mass.	102
Elmore, Vt.	222	Grafton, N. H.	239
Enfield, Me.	193	Grafton, Vt.	249
Enfield, N. H.	239	Granby, Conn.	94
Enosburg Falls, Vt.	248	Grand Isle	246
Epping, N. H.	116, 153, 234	Grand Lake, Me.	193
Epson, N. H.	235	Grand Manan, Eastport, Me.	194
Errol Dan, N. H.	213, 224	Graniteville, Mass.	230, 232
Erving, Mass.	121	Grantham, N. H.	237
Essex Junction, Vt.	245, 246	Granville, Vt.	240
Eustis, Me.	208	"Gray Gables," Monument Point, Mass.	129
Exeter, N. H.	159	Great Barrington, Mass.	100
<b>FABYAN House, N. H.</b>	<b>218, 225</b>	Greenbush, Me.	192
Fairfield, N. B.	194	Greenfield, Mass.	78, 121
Fairfield, Vt.	223, 247	Greenfield, N. H.	232
Fairhaven, Mass.	126	Greenland, N. H.	151
Fairhaven, Vt.	252	Green's Farms, Conn.	22
Fairlee, Vt.	82	Green Springs, Vt.	247
Fall River, Mass.	13	Greenville, Conn.	18
Falmouth, Me.	169	Greenville, Me.	199
Falmouth, Mass.	130	Greenwich, Conn.	20
Farmington, Conn.	93	Greenwich, R. I.	43

	PAGE		PAGE
<b>G</b> rindstone Pond, Me.	196	<b>J</b> ACKSON, N. H.	215, 219
Groton, Conn.	115	Jay, Me.	209
Groton Heights, Conn.	38	Jefferson, Mass.	95
Groveland, Mass.	159	Jefferson, N. H.	212, 220, 223, 239
Groveton, N. H.	213, 222	Jeffersonville, Vt.	242, 246
Guildhall, Vt.	24	Jericho, Vt.	246
Guilford, Conn.	34	Jewett City, Conn.	18, 108
Guilford, Me.	198	Jonesville, Vt.	242
<b>H</b> ALIFAX, Mass.		<b>K</b> ATAHDIN IRON WORKS, Me.	195
Halifax, Nova Scotia	139	Katama, Mass.	131
Hallowell, Me.	203	Keene, N. H.	130, 232
Hamilton, R. I.	43	Kennebunkport, Me.	160
Hampton, N. H.	151	Killington Peak, Vt.	250
Hancock Junction, N. H.	234, 249	Kingman, Me.	193
Hancock Point, Me.	191	Kingsbury, Me.	198, 208
Hancock, Vt.	240	Kingsfield, Me.	209
Hanover, Mass.	135	Kingston, Mass.	134
Hanover, N. H.	82	Kittery, Me.	154
Hardwick, Vt.	222	Knightsville, R. I.	108
Harpswell Peninsulas, Me.		Knowlton's Landing, Canada	87
Harrison, Me.		<b>L</b> ACONIA, N. H.	237, 239
Harrisville, N. H.	232	La Grange	248
Hartford, Conn.	57	Lagrange, Me.	195
Hartford, Vt.	239	Lake Champlain	245, 253
Hartland, Me.	185	Lakes, Connecticut	225
Harvard, Mass.	115	Lake Dunmore, Vt.	252
Harwich, Mass.	128	Lake George, N. Y.	245, 253
Haverhill, Mass.	158	Lake Lebovis, Me.	196
Haverhill, N. H.	238	Lake Massabesic, N. H.	234
Hawleyville, Conn.	23, 99, 106	Lake Memphremagog, Vt.	87
Hebron, N. H.	239	Lake Parmachenee, N. H.	225
Hebronville, Mass.	52	Lake Quinsigamond, Mass.	70
Henneker, N. H.	234	Lake Rangeley, Me.	210
Highgate Springs, Vt.	248	Lake Saltonstall, Conn.	32
Hillsborough, N. H.	236	Lake Snnapee, N. H.	236
Hillsdale, N. Y.	103	Lake Umbagog, Me.	211
Hillville, N. H.	237	Lake View, Me.	195
Hinesborough, Vt.	246	Lake View, Vt.	246
Hinesdale, Mass.	80	Lake Village, N. H.	227, 237
Hingham, Mass.	133	Lakeville, Conn.	109
Hiram, Me.	214	Lake Winnepesaukee	226, 237
Holyoke, Mass.	73	Lakewood, R. I.	44
Hooksett, N. H.	234	Lambert Lake, Me.	193
Hoosac Tunnel, Mass.	122	Lamoille River, Vt.	246
Hoosick Junction, N. Y.	123, 250, 253	Lamoine, Me.	191
Hope, R. I.	108	Lancaster, Mass.	115
Hopkinton, N. H.	236	Lancaster, N. H.	219, 222, 224
Houlton, Me.	194, 197	Land's End, Mass.	149
Howard, Me.	198	Lanesville, Conn.	100
Hubbardston, Mass.	71	Lanesville, Mass.	149
Hubbardton, Vt.	251	Larchmont, Conn.	20
Hudson, Mass.	96	Larrabee's Point, Vt.	252
Hudson, N. Y.	124	Lawrence, Mass.	156
Hull, Mass.	134	Lebanon, Conn.	88
Hyannis, Mass.	127	Lebanon, N. H.	239
Hyde Park, Mass.	53	Lebanon Springs, N. Y.	103
Hyde Park, Vt.	88, 222	Lee, Mass.	101
<b>I</b> NTERVALE, N. H.	215	Lee, Me.	193
Irasburg, Vt.	86, 88	Leeds Junction, Me.	182, 209
Island Falls, Me.	197	Leicester Corners, Vt.	252
Isle La Motte	248	Leicester Junction, Vt.	252
Isles of Shoals, The	151	Lenox, Mass.	101

	PAGE		PAGE
Lewiston, Me.	182, 209, 211	Medford, Mass.	223
Lewiston Junction, Me.	211	Melrose, Conn.	107
Lexington, Mass.	228	Meredith, N. H.	227, 237
Litchfield, Conn.	99	Meriden, Conn.	57
Lincoln, Me.	193	Middleboro, Mass.	51, 127, 138
Lincoln, N. H.	238	Middlebury, Vt.	240, 252
Lisbon, N. H.	220, 222	Middle Haddam, Mass.	55
Lisbon Falls, Me.	209	Middlesex, Vt.	242
Littleton, N. H.	220	Middletown, Mass.	53
Livermore Falls, Me.	209	Milan Corner, N. H.	213
Livermore Falls, N. H.	238	Milford, Conn.	23
London, N. H.	235	Milford, Mass.	72
Londonderry, N. H.	157	Milford, Me.	192, 195
Londonderry, Vt.	93, 219	Milford, N. H.	232
Lone Island	139	Millbridge Harbor, Me.	178
Long Beach, Mass.	149	Millbury, Mass.	51
Long Island, N. H.	227	Miller's Falls, Mass.	91, 121
Long Island Sound	6	Millerton, N. Y.	103, 109
Longmeadow, Mass.	63	Millinocket Lake	196
Long Pond, Me.	208	Milo Junction, Me.	195, 198
Long Pond, Vt.	222	Milton, N. H.	225
Lord's Hill, Vt.	83	Milton, Vt.	246
Lovell, Me.	214	Miltonboro, Vt.	247
Lowell Junction, Mass.	155	Mohegan, Conn.	16
Lowell, Mass.	230	Monmouth, Me.	182
Lowell, Vt.	88, 222	Monson, Mass.	89
Lubec, Me.	138, 194	Monson, Me.	199
Ludlow, Vt.	249	Montgomery, Vt.	248
Lunenburg, Vt.	86, 222	Montpeher, Vt.	210, 242
Lyndon, Vt.	86	Montpelier Junction, Vt.	240
Lyndonville, Vt.	86	Montreal, Canada	213, 228, 239, 248, 253
Lynn, Mass.	140, 232	Montvale, Mass.	228
<b>MACHIAS PORT, Me.</b>	<b>176, 178</b>	Monument Beach, Mass.	129
Madawaska, Me.	197	Mooshead Lake, Me.	199
Madison, Me.	208, 212	Moosup, Conn.	108
Magalloway River, Me.	213	Moretown, Vt.	242
Magnolia, Mass.	147	Morrisville, Vt.	222, 242
Magog, Canada	87	Moultonboro, N. H.	227, 238
Malboro, N. H.	232	Mount Cardigan, N. H.	239
Malborough, Mass.	55	Mount Desert, Me.	116, 180, 187, 188, 190
Mallett's Bay	246	Mount Greylock, Mass.	123
Mamaroneck, Conn.	20	Mount Hermon, Mass.	79
Manchester, Conn.	107	Mount Holly, Vt.	249
Manchester, Mass.	147	Mount Hope, R. I.	52
Manchester, N. H.	153, 233, 234	Mount Katahdin, Me.	197
Manchester, Vt.	250	Mount Kearsarge, N. H.	236, 239
Mansfield, Mass.	53, 124	Mount Kiarsarge, N. H.	215
Maplewood, N. H.	221	Mount Kineo, Me.	200
Maquam Bay, Vt.	246, 248	Mount Mansfield, Vt.	242
Maranacook, Me.	183	Mount Monadnock, N. H.	232
Marblehead, Mass.	141	Mount Moosilauke, N. H.	238
Marion, Mass.	126	Mount Pleasant House, Mass.	91, 218
Marlborough, Mass.	96	Mount Tabor, Vt.	250
Marshfield, Mass.	134	Mount Uncannuc, N. H.	234
Marshfield, Vt.	83	Mount Wachusett, Mass.	71
Martha's Vineyard	126	Mount Washington, N. H.	212, 219
Masons, N. H.	224	Mouse Island, Me.	173
Matfield, Mass.	126	Mystic River, Me.	40
Mattapoisett, Mass.	126		
Mattawamkeag, Me.	193		
Mayfield, Me.	198, 208		
McAdam Junction, N. B.	194		
Mechanicville, Vt.	249		
<b>NAHANT</b>	<b>139, 140</b>		
		Nahmakanta Lake	196
		Nantasket Beach, Mass.	134
		Nantucket	126, 129, 132
		Narragansett Pier, R. I.	42, 43

	PAGE		PAGE
Nashua, N. H.	115, 124, 232	North Weare, N. H.	234
Nashville, Vt.	246	North Woburn Junction, Mass.	228
Natick, Mass.	72	North Woodstock, Me.	211
Naugatuck, Conn.	97	North Woodstock, N. H.	238
Nantucket Harbor, Mass.	128	Norton, Me.	198
New Bedford, Mass.	125, 129	Norton's Mills, Vt.	213
New Britain, Conn.	107	Norwaik, Conn.	20
Newbury, N. H.	236, 238	Norway, Me.	211
Newbury, Vt.	82	Norwich, Conn.	16, 88
Newburyport, Mass.	150	Norwich, Vt.	82
New Castle, Me.	175		
Newfane, Vt.	93	OAKDALE, Mass.	96
Newfound Lake, N. H.	239	Oakdale, Me.	183, 197, 207
New Gloucester, Me.	181	Oakdale Beach, R. I.	44
Newhall, Me.	214	Ogdensburg, N. Y.	248
New Hartford, Conn.	110	Oil Mills, N. H.	234
New Haven, Conn.	24	Old Lyme, Conn.	36
New Haven Junction, Vt.	252	Old Orchard, Me.	160
Newington, Conn.	57	Oldtown, Me.	192, 195
New London, Conn.	36	Onawa, Me.	195, 198
New London, N. H.	236	Oneoco, Conn.	108
Newmarket Junction, N. H.	160	Orange, Conn.	96
New Milford, Conn.	100	Orange, Mass.	121
Newport, Me.	185	Orleans, Mass.	128
Newport, N. H.	237	Orono, Me.	192
Newport, R. I.	6, 11	Orwell, Vt.	252
Newport, Vt.	87, 239, 248	Oxbow, Me.	197
New Sweden, Me.	198	Oxford, Mass.	19
Newton, Mass.	130		
New York, N. Y.	245, 251, 253	PALMER, Mass.	67, 89
Niantic, Conn.	36	Panton, Vt.	253
Noank, Conn.	49	Paris, Me.	211
Nonquit, Conn.	126	Parkers, N. H.	234
Norcross, Me.	196	Parlin Pond, Me.	208
Norfolk, Conn.	110	Pascoag, R. I.	50, 56
Norridgewock, Me.	207	Passadumkeag, Me.	192
North Abington, Mass.	135	Passumpsic River	83
North Acton, Mass.	124, 230	Paterson, Maj. Gen.	107
North Adams, Mass.	102, 122	Patten, Me.	196
North Amherst, Mass.	91	Pawlet, Vt.	251
Northampton, Mass.	76, 89, 95	Pawling, N. Y.	103
North Billerica, Mass.	230	Pawtucket, R. I.	52
North Berwick, Me.	154	Peabody, Mass.	145
North Chelmsford, Mass.	232	Peacham, Vt.	83
North Conway, N. H.	215, 226	Peaks Island (Portland), Me.	167
North Derby, Vt.	87	Felham, Mass.	89
North Duxbury, Vt.	242	Pemadumcook, Me.	196
North Fairfax, Vt.	247	Pemaquid, Me.	174
North Falmouth, Mass.	130	Pembroke, Mass.	135
Northfield, Mass.	91	Pembroke, N. H.	235
Northfield, N. H.	237	Penobscot Junction, Me.	186
Northfield, Vt.	240	Pepperell, Mass.	115, 232
North Georgia, Vt.	246	Perham, Me.	198
North Guilford, Me.	198	Peru, Me.	210
North Haven, Conn.	57	Peru, Vt.	251
North Hero (Grand Isle), Vt.	245, 248	Petersburg Junction, N. Y.	103, 123
North Littleton, N. H.	222	Phillipston, Mass.	71
Northport, Me.	179	Pine Point, Me.	161
North Sheldon, Vt.	248	Pinkham Notch, N. H.	215
North Stratford, N. H.	213	Pittsfield, Mass.	102, 123
North Tetford, Vt.	82	Pittsfield, Me.	185
North Troy, Vt.	87, 88	Pittsfield, N. H.	235
North Twin Dam, Me.	196	Plainfield, Conn.	18, 108
Northville, N. H.	237	Plainville, Conn.	93, 106

	PAGE		PAGE
Plattsburgh, N. Y.	245, 254	St. John, N. B.	138, 192
Plymouth, Conn.	106	St. Johns, Canada	249
Plymouth, Mass.	135	St. Johnsbury, Vt.	83, 222, 226, 238
Plymouth, N. H.	220, 237	St. Lawrence River	248
Plymouth, Vt.	249	St. Stephen, N. B.	194
Point Judith, R. I.	6	Salem, Mass.	141, 232
Poland Springs, Me.	181, 211	Salisbury Beach, Mass.	159
Popham Beach, Me.	173	Salisbury, Conn.	109
Pomfret, Conn.	56	Salisbury, Mass.	151
Pompanoosac Station, Vt.	82	Salisbury, N. H.	239
Port Henry, N. Y.	254	Salisbury, Vt.	252
Port Jackson, N. Y.	245	Salmon Falls, N. H.	160
Port Kent, N. Y.	245, 254	Sandwich, Mass.	127
Portland, Mass.	54	Sandwich Notch, N. H.	238
Portland, Me.	162, 213	Saratoga Springs, N. Y.	253
Portsmouth, N. H.	151, 234	Sargentville, Me.	174
Poultney, Vt.	252	Sangatuck, Conn.	21
Presque Isle, Me.	197	Saunderstown, R. I.	43
Princeton, Mass.	119	Savin Rock (New Haven), Conn.	31
Proctorsville, Vt.	249	Saybrook, Conn.	34
Profile House, N. H.	220, 238	Saxe, John G.	249
Providence, R. I.	44	Saxonville, Mass.	72
Providence, Mass.	126	Scarboro, Me.	161
Putnam, Conn.	19, 56	Schoodic Lakes, Me.	193
Putney, Vt.	80	Schoodic Station, Me.	196
<b>QUEBEC, Canada</b>	<b>213</b>	Scituate, Mass.	135
Quebec Junction, N. H.	223	Scott's Junction, N. H.	222
<b>RANDOLPH, Me.</b>	<b>202</b>	Screw Auger Falls, Me.	211
Randolph, N. H.	214	Seabrook, N. H.	151
Randolph, Vt.	240	Searsport, Me.	179
Rangeley Lakes, Me.	209, 210	Sebago Lake, Me.	214
Raymond Springs, Me.	181	Sebec, Me.	195
Readfield, Me.	183	Sedgwick, Me.	177
Readville, Mass.	53	Seymour, Conn.	97
Richford, Vt.	88, 247	Shaftsbury, Vt.	251
Richmond, Me.	201	Sharon, Vt.	233
Richmond, P. Q.	213	Sharon Street, Conn.	103
Richmond, Vt.	223, 242	Shawomet Beach, R. I.	44
Ridgefield, Conn.	99	Sheffield, Mass.	100
River Point, R. I.	108	Shelburne, N. H.	218
Riverside, Conn.	20	Shelburne, Vt.	253
Rochester, N. H.	116, 160, 225, 235	Sheldon Springs, Vt.	247
Rochester, Vt.	240	Shelton, Conn.	96
Rockland, Me.	175, 177, 181, 186	Shepang, Conn.	96
Rockport, Mass.	149	Sherbourne Falls, Mass.	93
Rockville, Conn.	107	Sherbrooke, Canada	88
Rocky Hill, Conn.	35	Sherman, Me.	190
Rocky Point, R. I.	41	Shoreham, Vt.	253
Rollingsford, N. H.	160	Shrewsbury, Vt.	249
Rons Point, N. Y.	223, 246, 248, 254	Siasconset, Mass.	133
Roxbury, Conn.	99	Silver Lake, Mass.	228
Roxbury, Vt.	240	Silvernails, N. Y.	109
Rumford Falls, Me.	210	Simsbury, Conn.	94, 110
Rumney, N. H.	238	Skowhegan, Me.	206
Rutland, Mass.	95	Smith College (Northampton), Mass.	76
Rutland, Vt.	246, 249, 252	Smmgller's Notch, Vt.	248
Rye, N. H.	151	Somersworth, N. H.	166
<b>ST. ALBANS, Vt.</b>	<b>223, 239, 246, 247, 248</b>	Sorrento, Me.	197
St. Andrew, N. B.	194	Sound Beach, Conn.	200
St. Catherine's Lake	252	Southampton, Mass.	94
St. Croix, N. B.	193	South Ashburnham, Mass.	119, 249
		South Berwick, Me.	166
		South Deerfield, Mass.	9

	PAGE		PAGE
Southerland Falls, Vt.	22	Sterling, Conn.	108
South Framingham, Mass.	72, 232	Sterling Junction, Mass.	71
South Hadley, Mass.	75	Stevenson, Conn.	96
South Hero, Grand Isle, Vt.	245	Stockbridge, Mass.	101
Southington, Conn.	93	Stonington, Conn.	40
South Londonderry, Vt.	93	Stony Brook, Mass.	232
South Manchester, Conn.	107	Stoughton Junction, Mass.	124
South Natick, Mass.	72	Stowe, Vt.	222
South Newmarket, N. H.	153, 234	Stratford, Conn.	23
South Norwalk, Conn.	21, 99	Stratford, N. H.	224
South Paris, Me.	211	Strong, Me.	209
Southport, Conn.	22	Sudbury, Vt.	252
South Royalton, Vt.	240, 242	Sugar Hill, N. H.	220, 222
South Vernon, Vt.	79, 91	Sullivan, Me.	191
South Weare, N. H.	234	Suncook, N. H.	235
South Wellfleet, Mass.	128	Sunderland, Mass.	78
South West Harbor, Me.	177	Sutton, N. H.	236
Southwick, Mass.	94	Swampscott, Mass.	140
South Wilton, Conn.	99	Swanton, Vt.	223
South Windham, Conn.	89	Swanton Junction	248
South Windham, Me.	214		
Spencer, Mass.	67		
Springfield, Mass.	63, 73, 123	<b>TAFTSVILLE, Vt.</b>	81
Springfield, N. H.	89	Taftville, Conn.	18
Springfield, Vt.	80, 249	Talcott Mountain, Conn.	110
Spring Green, R. I.	44	Talcottville, Conn.	107
Squam Lake, N. H.	227	Tariffville, Conn.	110
Squirrel Island, Me.	173	Tannant, Mass.	51, 124, 125
Stafford, Vt.	240	Thames River	16
Stafford Springs, Conn.	89	Thaxter, Celia	153
Stamford, Conn.	20	The Forks, Me.	208
Stansted, Canada	87	Thimble Islands, Conn.	34
State Line, Mass.	124	Thomaston, Me.	175
<b>STEAMSHIP LINES—</b>		Thompsonville, Conn.	63
Allen Line	112	Three Rivers, Mass.	89
Anchor Line	112	Ticonderoga, N. Y.	104, 245, 252
Boston & Bangor Steamship Co.	113, 139, 178	Tilton, N. H.	237, 239
Boston & Gloucester Steamship Co.	113	Tiverton, R. I.	13
Continental Line	50	Togus, Me.	202
Cunard Line	112	Tolland, Conn.	89
Eastern Steamboat Co.	173	Topsham, Me.	201
Fall River Line	5	Torpedo Station, Newport Harbor	12
Hartford & New York Transportation Co. Steamships	25	Torrington, Conn.	98
International Steamship Co.	113, 138	Towner's Station, N. Y.	198
Kennebeck Steamboat Co.	113, 139	Trout Pond, Me.	196
Leyland Line	112	Troy, N. H.	233, 250, 253
Maine Steamship Co.	5	Troy, Vt.	88
Merchants' & Miners' Transportation Co.	49	Truro, Mass.	128
New Haven Line	32, 93	Tunbridge, Vt.	240
Norwich Line	15	Turner's Falls, Mass.	79, 95
Old Colony Line	129	Turnersville, Mass.	55
Providence Line	15, 50	Tyngsborough, Mass.	124, 232
Quebec Steamship Co.	5		
Seacommet Line	50		
Starin Line	32		
Steamer Portia	5		
Stonington Line	15		
Warren Line	112		
Wilson Line	112		
Winsor Line	50		
Yarmouth Steamship Co.	113, 139		

<b>UNCAS.</b>	17
Underhill, Vt.	246
Union, N. H.	225
University of Vermont	243
Uxbridge, Mass.	51
<b>VAN BUREN, Me.</b>	198
Vanceboro, Me.	193
Vassalboro, Me.	206
Vergennes, Vt.	252, 254
Vernon, Conn.	107

	PAGE		PAGE
WACHUSSETT, Mass.	119	Weston, Vt.	249
Waitsfield; Vt.	242	West Ossipee, N. H.	226, 227
Wakefield, N. H.	225	Westport, Conn.	21
Walden, Vt.	222	Westport, N. Y.	245
Walden Pond (Concord), Mass.	117, 229	West Rutland, Vt.	251
Waldoboro, Me.	175	West Stewartson, N. H.	225
Waldo, Gen.	175	Wethersfield, Conn.	35
Wallingford, Conn.	57	Weybridge, Vt.	252
Wallingford, Vt.	250	Weymouth, Mass.	133
Walnut Hill, Me.	181	Whitefield, Me.	175
Walpole, Mass.	56	Whitefield, N. H.	220, 223
Walpole, N. H.	120	Whitchall, N. Y.	251, 253
Ward Hill, Mass.	158	White Mountains	212, 215, 238
Ware, Mass.	67	White Plains, N. Y.	103
Wareham, Mass.	126, 127	White River Junction, Vt.	81, 237
Warner, N. H.	236	Whitinsville, Mass.	51
Warren, Me.	175	Whitman, Mass.	135
Warren, N. H.	238	Whittenden Junction, Mass.	51
Warren, R. I.	51	Wickford, R. I.	43
Warren, Vt.	242	Wickford Junction, R. I.	43
Warwick, R. I.	43	Williams College, Mass.	122
Washington, Conn.	99	Williamstown, Mass.	122
Washington, Mass.	123	Willimantic, Conn.	55, 108
Washington, N. H.	236	Willimantic, Me.	198
Watch Hill, R. I.	41	Williston, Vt.	242
Waterbury, Conn.	97, 106	Wilmington Junction, Mass.	155, 228
Waterbury, Vt.	222, 242	Wilmington, Vt.	121
Watertown, Conn.	98	Wilton, Me.	209
Waterville, Me.	183	Wilton, N. H.	232
Waterville, N. H.	238	Winchendon, Mass.	71, 119, 234
Waterville, Vt.	246	Winchester, Mass.	228
Wauregan, Conn.	18	Windham, N. H.	116, 157
Webster Junction, Mass.	68	Windham, Vt.	249
Webster, Mass.	19, 56	Windsor, Conn.	62
Weir Junction, Mass.	124	Windsor Locks, Conn.	62
Weirs, N. H.	227, 237	Windsor, Me.	175
Wellesley, Mass.	72	Windsor, Vt.	81
Wellfleet, Mass.	128	Wing Road, N. H.	221
Wells Beach, Me.	160	Winooski, Vt.	242
Wells River, Vt.	82, 221, 238	Winslow, Me.	206
Wenaumet, Mass.	130	Winsted, Conn.	96, 98, 110
Wentworth, N. H.	238	Winterport, Me.	180
Wesleyan University, Conn.	54	Wiscasset, Me.	174
West Baldwin, Me.	214	Woburn, Mass.	228
West Berkshire, Vt.	248	Wolfboro Junction, N. H.	225
Westbrook Junction, Me.	169	Wolfboro, N. H.	225, 227
Westbrook, Me.	213	Woodmont, Conn.	24
West Burke, Vt.	86	Woods Holl, Mass.	129, 130
West Chelmsford, Mass.	232	Woodstock, N. H.	220, 238
West Cheshire, Conn.	93	Woodstock, Vt.	81, 249
Westchester, Mass.	55	Woodsville, N. H.	222, 238
West Clermont, N. H.	237	Woolwich, Me.	174
Westcott, R. I.	108	Woonsocket, R. I.	50, 56
Westerly, R. I.	41	Worcester, Mass.	68
Westfield, Mass.	123	Wytopitlock, Me.	193
Westford, Mass.	124		
Westford, Vt.	246		
West Georgia, Vt.	247		
West Kingston, R. I.	42		
West Lebovis, Me.	196		
West Milton, Vt.	245		
West Minot, Me.	210		
Westminster, Mass.	119		
Westminster, Vt.	80		

YALESVILLE, Conn. .... 57  
 Yale University ..... 26  
 Yarmouth, Nova Scotia ..... 139  
 Yarmouthport, Mass. .... 127  
 York Beach, N. H. .... 153

ZEALAND, N. H. .... 219, 223

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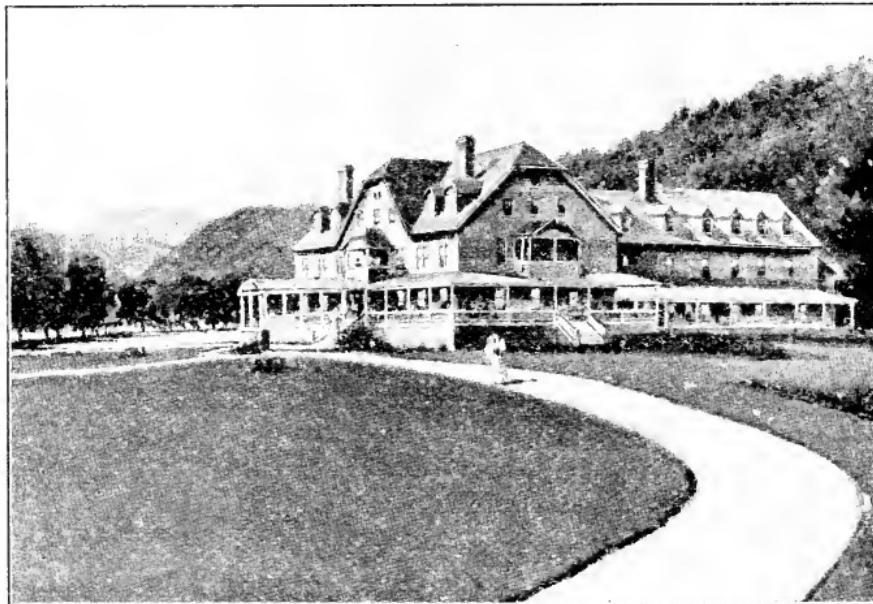
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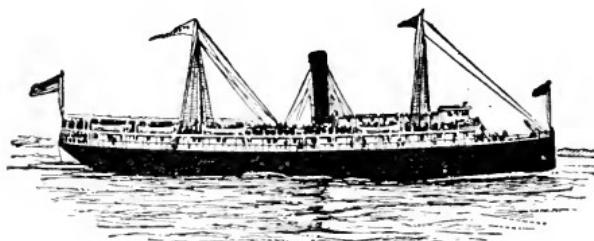


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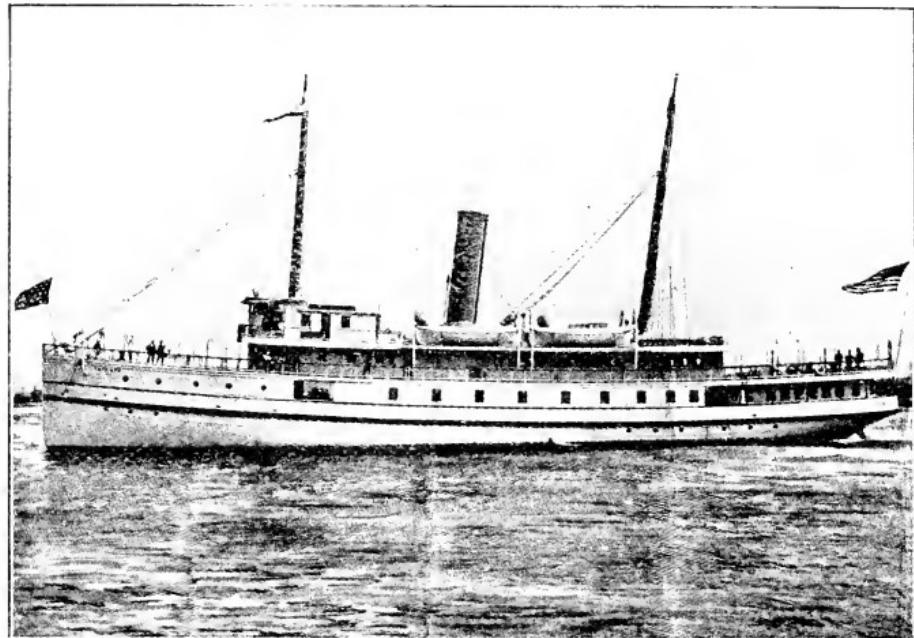
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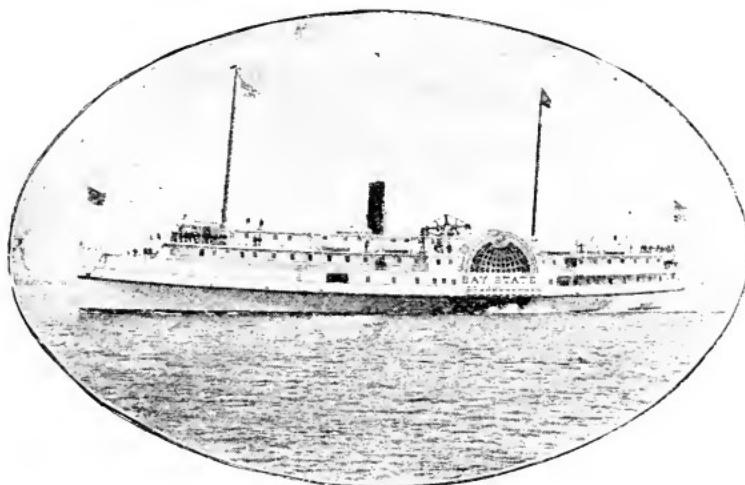
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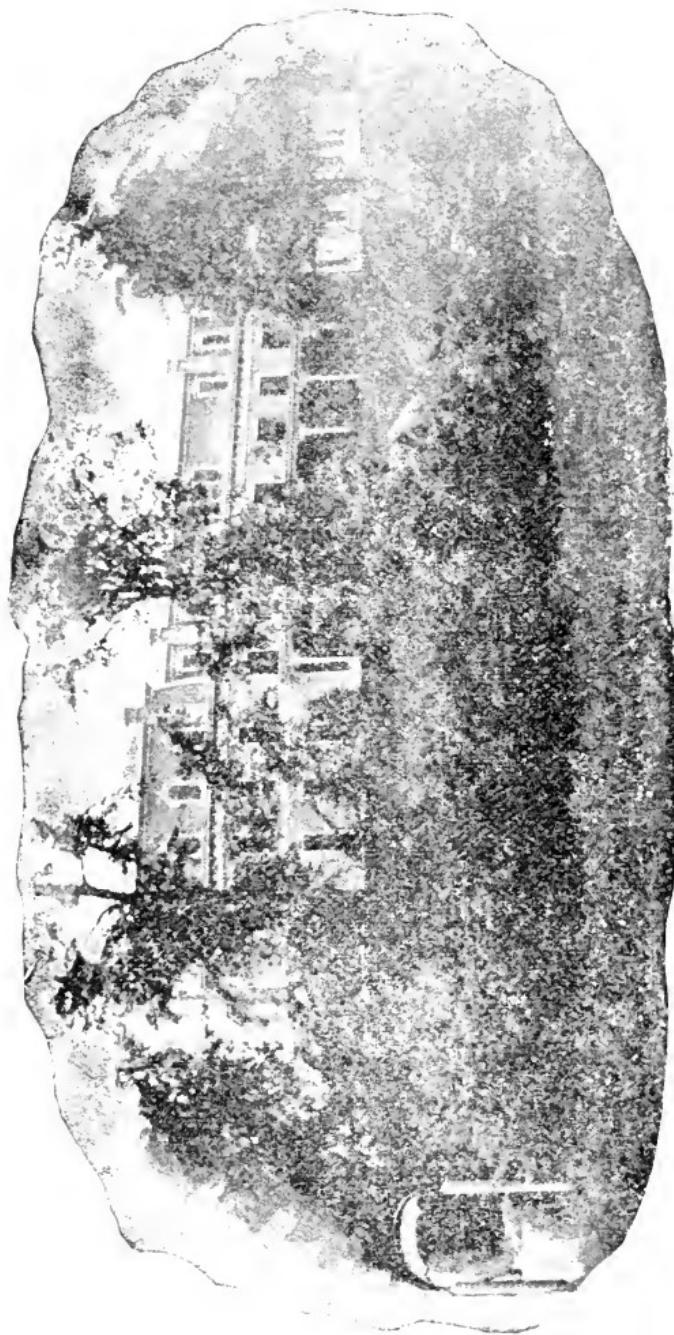
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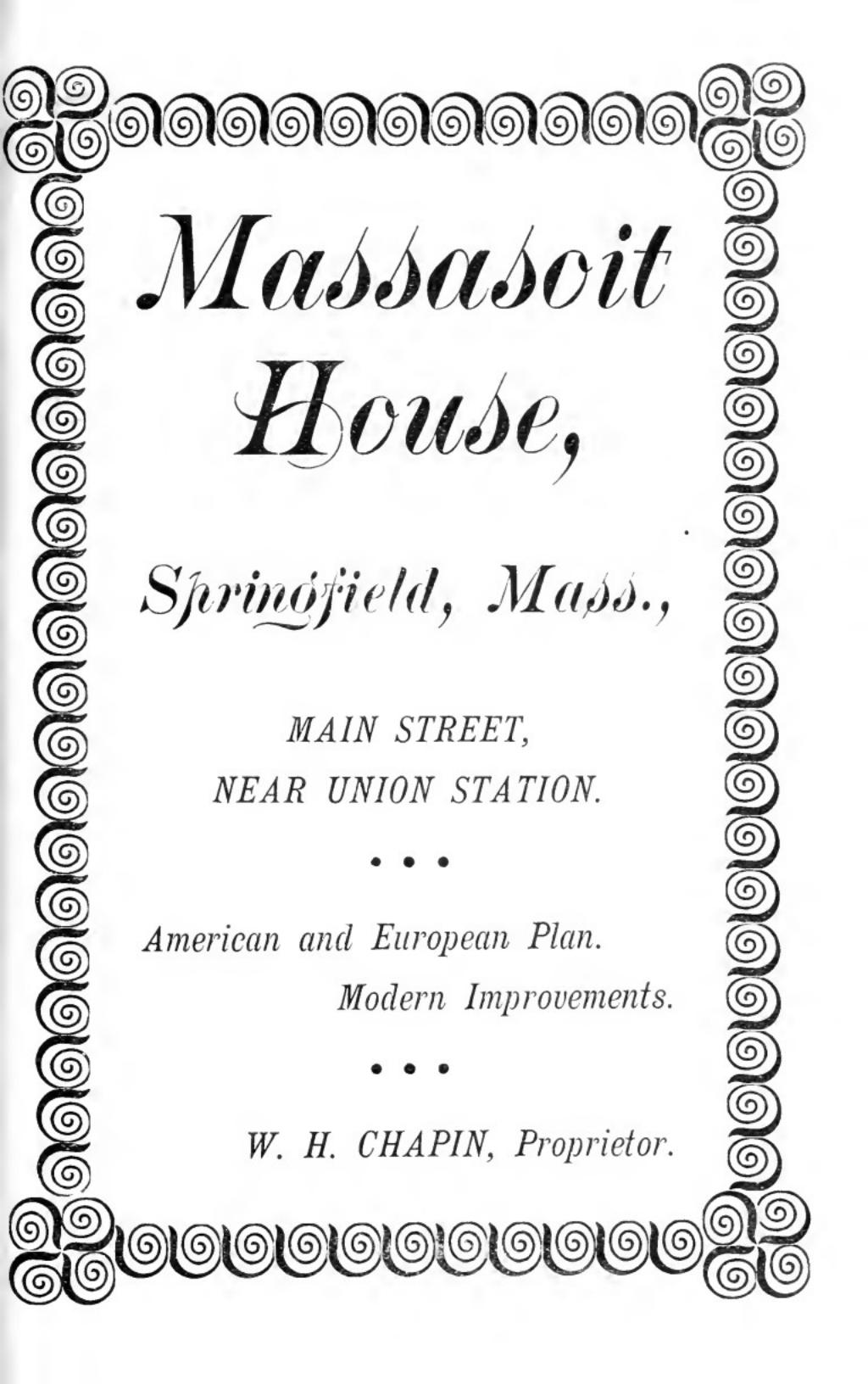
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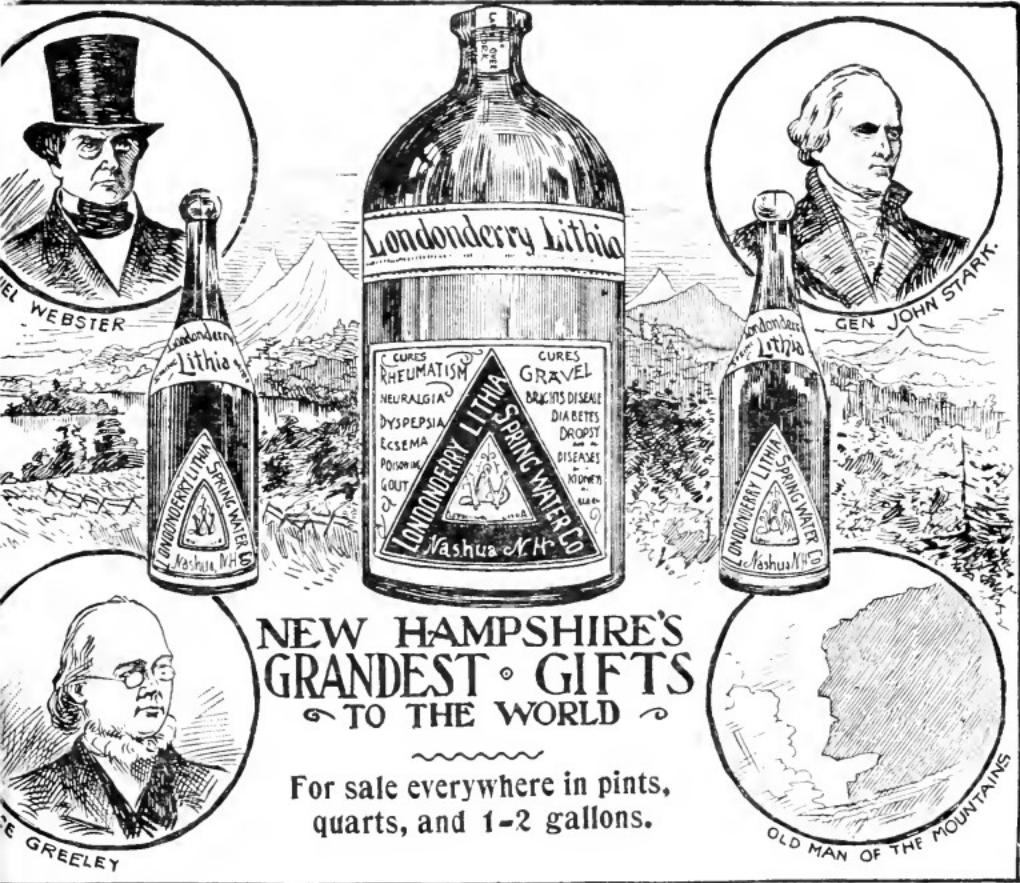
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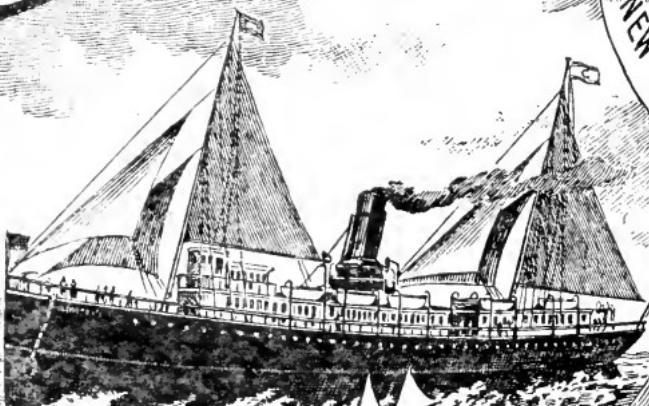
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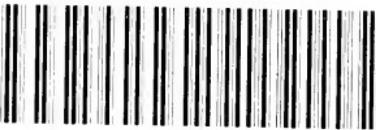








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